REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8325.—New Series. BOMBAY :—WEDNESDAY, OCTOBER 13, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows :—

To Subscribers in Bombay—*Delivered free.*

In Advance.

Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.

Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half yearly	35
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... 4 As.

TERMS FOR ADVERTISEMENTS.

Two Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8

Fourth and succeeding insertions .. „ 0 2½ As. a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines..... Re. 1 0

Each succeeding line ..... „ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupee 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), will despatch the S. S. "ARCOLE" 1,782 Tons, 2 0 H. P., Commander E. M. Bucke, as above from Kurrachee on FRIDAY, the 23rd October Cargo and Passengers can be booked from Bombay and all the Ports at which the Company's Steamers touch.

The ARCOLE is fitted in the usual style of the Company's Vessels, and has excellent accommodation for 22 First-class Passengers and 12 Second-class.

The Kurrachee Steamers leaving Bombay on FRIDAY, the 15th October, and on MONDAY, the 18th idem with Cargo and Passengers, will be in time for her at Kurrachee.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 31st August, 1875.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every week.

The S. S. SOCOTRA, 1,947 Tons, 220 H. P., Commander W. A. Stannatt, will be despatched on SATURDAY, the 16th October 1875 A. P. M.

Oct. 1875.		Oct. 1875.
Leaves BOMBAY.....	16	Leaves Negapatam 28
„ Cannanore	20	„ Pondicherry..... 29
„ Mangalore	19	„ Madras 31
„ Tellicherry	20	Nov.
„ Calicut	21	„ Muscilipatam 1
„ Beypore	21	„ Vizagapatam 3
„ Cochin	22	„ Bimlipatam 3
„ Alleppy	23	„ Gopalpore 4
„ Tuticorin	24	„ False Point..... 5
„ Colombo	25	Arrives CALCUTTA 7

Cargo for Singapore and China can be booked by the steamers on this line home or from immediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Penttanak, Atcheen, Padang and Moluccas Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE

Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GWADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSSREH, and occasionally at BAHREIN, and MAHOMMRAH.

The S. S. PATNA, 1,789 Tons, 200 H. P., Commander C. H. Hillcoat, will be despatched on FRIDAY, the 15th October 1875, at 4 P.M.

Oct. 1875.		Nov. 1875.
Leaves BOMBAY	15	Leaves BUSSREH 3
„ Cannanore	16	„ Muscat 3
„ Guader	21	„ Fao 3
„ Jask	23	„ Bushire 5
„ Gwadur	26	„ Linga 9
„ Linga	28	„ Bunder Abbas 12
„ Bushire	30	„ Muscat 14
„ Fao	30	„ Kurrachee 19
„ Mahomerah	30	„ BOMBAY Arrive..... 22
Arrive Suarch	31	

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTAYWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Fair season, despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY at 2 P.M.

The S. S. PATNA, 1,780 Tons, 200 H. P., Commander C. H. Hillcoat, will be despatched on FRIDAY, the 15th October 1875, at 4 P.M.

The S. S. PUTTIALLA, 810 Tons, 120 H. P., Commander Wm. Chevers, will be despatched on MONDAY next, the 18th October 1875, at 2 P.M. calling at Verawul, Porebunder Mangrole, and Cutch Mandvie.

N B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR AND INTERMEDIATE PORTS.

EVERY TUESDAY AT 4 P.M.

THE British India Steam Navigation Company (Limited) will despatch the S. S. KURRACHEE, 510 Tons, 120 H. P. Commander J. Avsay, as above on TUESDAY, the 19th October 1875, at 4 P. M. She will call at—

Hurnee,	Dewghur,
Boria,	Malwan,
Ruttnagherry,	Vingorla,
Jeytapore,	Goa (Panjim) and
Vistad ong,	Carwar.

For Freight and Passage apply to

W. NICOL & Co., Agents.

Bombay, 1st October 1875.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, on the 1st of each month.

PASSENGERS' RATES.

(Exclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		Without food.
Aden	422	415	..... £4	
Suez	26	24	 9	
Port Said	26	24	 9	
Messina	50	34	 14	
Naples	50	34	 14	
Leghorn	50	34	 14	
Genoa	50	34	 14	
Marseilles	52	36	 14-10	

Including Wines.

Children under 3 years, free of charge Children not above years, half fare.

NEXT STEAMERS FROM BOMBAY:—

INDIA, to sail on MONDAY, 1st November, 1875.

ARABIA, to sail on WEDNESDAY, 1st December, 1875.

RUMANIA, to sail on SATURDAY, 1st January 1876.

ASSIRIA is to sail on SATURDAY, 15th January 1876.

AUSTRALIA, to sail on TUESDAY, 1st February 1876.

INDIA, to sail on TUESDAY, 1st February 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All steamers of this Company have large First and Second-Class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,

Agent Subsidiary Steam Navigation Company,

Bombay, 20th August 1875. No. 9, Hummum Street.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :

Vessels.	Captain.	Tons.	H.P.	Oct.	
ZAMBESE	A. Symons	2422	400	18th	Suez, &c.
LOMBARDY	E. M. Gilson	2723	450	25th	Southampton.
				Nov.	
DEI HI	G. Lee	2178	400	1st	Suez, &c.
INDUS	W. B. Andrews	3478	500	8th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 5th October 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 19th October 1875, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. GOLCONDA, (3,930 Tons, and 450 H. P.), Captain W. B. Hall, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not delivered at the Company's Office before noon, on SATURDAY the 16th October 1875.

GEORGE F. HENRY,

Bombay, 5th October, 1875. Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE MELBOURNE, AND SYDNEY.

On SATURDAY, the 16th Oct., at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's Steam-ship CHINA, 2,016 Tons, and 400 H. P., Captain G. S. Brooks, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,

Superintendent.

3, Rampart Row, 11th October 1875.

ANCHOR LINE—INDIAN SERVICE.

TO SAIL ABOUT 16TH NOVEMBER.

THE ANCHOR LINE STEAMER EUROPA, 2,277 Tons, 424 H.P., Captain Macfay, will be despatched for LIVERPOOL, via SUEZ CANAL, from BOMBAY about the 16th Nov mber This steamer has superior accommodation for First-class and exceptionally good Second class accommodation and carries a Surgeon and Stewardess.

For Passage apply to

W. & A. GRAHAM & Co., Agents.

Bombay 6th October.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL as underneath, and will be despatched from Bombay to Liverpool on or about the dates mentioned A fortnight's notice will be given of the exact day of sailing.

From Glasgow.	Liverpool.	Bombay.	Tons H. P.	Saturday.	Saturday.	Wednesday.
EUROPA	2277	424	11th Sep.	18th Sept.	10th Nov.	
UTOPIA	2731	673	9th Oct.	16th Oct.	1st Dec.	
INDUS	2391	501	23rd Oct.	30th Oct.	15th Dec.	
M CEDONIA	2273	486	6th Nov.	13th Nov.	5th Jan.	

To be followed by regular sailings.

All the Steamers of this Line carry a Surgeon and a Stewardess, and have superior First Class accommodation fitted with every convenience. They have also exceptionally good Second Class accommodation.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

Fares from Bombay to Liverpool. Suez.

FIRST CLASS	Rs. 500	Rs. 350
SECOND CLASS.....	„ 300	„ 200

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve months of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 6th October 1875

CONSIGNEES of CARGO per S. S. CITY OF BALTIMORE, arrived from LONDON, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature and to TAKE DELIVERY of their respective GOODS.

No CLAIM for DAMAGE or SHORT DELIVERY will be admitted under any circumstances unless PAID by the CAPTAIN before DEPARTURE of the vessel.

W. & A. GRAHAM & Co,

Agents s. s. City of Baltimore.

Bombay, 11th October 1875.

NOW READY.

THE TRIAL AND DEPOSITION OF MULHAR RAO GAEKWAR OF BARODA.

Price, Rs. 3 per Copy.

CONTENTS :

Introduction.

Report of the Baroda Commission of 1873.

Proceedings before the Commission of 1875.

Resolution of the Government of India.

Report of the European Commissioners.

Opinions of the Native Members of the Commission.

Proclamation by the Government of India deposing the Gaekwar.

FOR SALE at COST PRICES.—

Fine Cream Laid Demy ..... 18 by 23.

Fine Blue Laid Demy ..... 18 by 23.

Apply to Messrs. BHICOO SAZBA & Co., 23, Apollo Street.

FOR SALE—A DIVING SUIT and APPARATUS. Apply to COWASJEE JAMSETJEE.

No. 27, Apollo Street.

HAMILTON & Co., JEWELLERS & SILVERSMITHS, RAMPART ROW.

CHRISTENING, WEDDING and BIRTH DAY PRESENTS :—

SETS of SILVER MUG, KNIFE, FORK and SPOON, in case Rs. 50 to 70.

CORAL and BELLS, Rs. 14 to 28.

SETS of SILVER KNIFE, FORK and SPOON, Rs. 25 to 70.

Do. SILVER GILT, Rs. 60 to 90.

SETS of FORK, SPOON and RING. Rs. 50 to 80.

PAP BOWL and SPOON in case, Rs. 110 to 150.

CHILDREN'S SILVER MUGS, Rs. 30, 32, 40, 44, 48, 50, 58 and 60.

SETS of 12 NAPKIN RINGS.

SETS of MUFFINEERS.

SILVER INKSTANDS.

SILVER UNTARNISHED CUTS.

SILVER FISH COVERS.

SILVER AUDANS.

SILVER TUMBLERS.

SILVER SALVERS.

SILVER EPERGNES.

SILVER BOUQUET HOLDERS.

SILVER CARD CASES.

SILVER CIGAR CASES.

SILVER SNUFF BOXES.

SILVER TROWELS for laying Foundation Stones, with Silver and Ivory Handles, patterns in great variety.

HAMILTON & Co., CALCUTTA, BOMBAY & SIMLA.

NEW ADVERTISEMENTS.

Ready for Sale.

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,

In neat Pamphlet form, 8vo. Demy, 25 pp.

(Revised and corrected from the latest Gazette of India.)

Price—Annas Four.

May be had at the *Bombay Gazette* Office.

ENTOMOLOGY.

DISSECTING INSTRUMENTS, 7 ivory handled Knives, &c., with Forceps and Scissors, in Morocco case ..... Rs. 16 0

PINS—Best quality, from KIRBY, BEARD and Co.—

Slender, No. 13	1½ inches, per ounce	Rs. 4	8
„ 14	1¼ „ „	4	0
„ 17	1 „ „	5	0
Stronger, Nos. 6 and 8	1¼ „ „	2	8

CORK SHEETING, for lining, per dozen sheets 5 0

INSECT BOXES MADE TO ORDER.

D. S. KEMP & Co., SASSOON HOUSE, BOMBAY.

NEW ADVERTISEMENTS.

NEW BANK OF BOMBAY, LIMITED.—NOTICE is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK, will be CLOSED on THURSDAY, FRIDAY, and SATURDAY, the 28th, 29th and 30th instant, on account of the DEWALEE HOLIDAYS.

By Order of the Board of Directors,

M. BALFOUR,

Secretary and Treasurer.

Bombay, 12th October 1875.

THE BANK OF BENGAL will be CLOSED on THURSDAY, FRIDAY, and SATURDAY, the 28th, 29th and 30th instant, on account of the DEWALEE HOLIDAYS.

For the Bank of Bengal,

F. A. GILLAM,

Acting Agent.

Bombay, 12th October 1875.

FOR SALE—TWO STEEL CYLINDERS, for 11 inch diameter Rams, each fitted with Glands, Bolts, &c. Apply to

EWART, LATHAM & Co., 3, Church Lane.

BOMBAY SAW-MILLS COMPANY, LIMITED.—NOTICE is hereby given, that a DIVIDEND of Rs. 80 per Share (being at the rate of 8 per cent per annum) will be PAID on and after the 14th instant, to the SHAREHOLDERS of the Company whose NAMES STOOD on the REGISTER on 12th idem, on PRODUCTION of the SHARE CERTIFICATES.

By Order of the Directors,

W. NICOL & Co.,

Secretaries and Treasurers.

Bombay, 12th October 1875.

BOMBAY CO-OPERATIVE SOCIETY, LIMITED.—The GENERAL MEETING of the SOCIETY ADJOURNED from the 14th August 1st, will be held on THURSDAY, the 14th instant, at Graham's Buildings, Parsee Bazaar Street, at 4 P.M. when the business formerly advertised will be finally disposed of.

Notice is also hereby given, that Mr. W. M. Wood will move that in No. 78 of the Society's Articles the word "five" and "seven" shall henceforth read "three" and "five" respectively. Also that in Article 79 the word "one" shall be inserted instead of "two" (Gold Mohurs) as at present.

It is further hereby intimated that a Report, substituted for the one presented on August 14th, will be laid before the Meeting, and that such Report is now placed with the Secretaries and Agents of the Society, at the Offices in Apollo Street for the inspection of any Shareholder who may desire to peruse it. This course has been adopted to save the expense of printing and circulating the said substituted Report.

Two or more Directors will have to be elected at this Meeting.

GEO. TAYLOR,

Chairman, Board of Directors.

Bombay, 6th October 1875.

MESSRS. GLOVER AND COMPANY—NOTICE OF DISSOLUTION OF PARTNERSHIP—NOTICE is hereby given, that the PARTNERSHIP between THOMAS CRAIGIE GLOVER, AUCKLAND CAMPBELL GEDDES, TOM PRIDDEY CLARKE, and ROBERT STUART PATERSON, heretofore carrying on business at Bombay and elsewhere as CONTRACTORS under the NAME or STYLE of Messrs. GLOVER & COMPANY, has been TERMINATED by the above-named Thomas Craigie Glover, except so far as the completion of the Rajpootana Railway Contract is concerned, and the said Auckland Campbell Geddes Tom Priddey Clarke, and Robert Stuart Paterson have no POWER or AUTHORITY to TENDER for or enter into any further CONTRACTS on behalf of the Firm of GLOVER & Co.

HEARN, CLEVELAND & LEE-WARNER,

Solicitors for T. C. Glover, Esquire.

SPECTACLES.

EYE GLASSES.

COLOURED EYE PRESERVERS.

Set in Frames of Blue Steel, Gilt Steel, Gold, Nickel-plated Steel, Gilt Sterling Silver, Tortoise shell.

Assorted for every Degree of Short or Long Sight, and Guaranteed of first quality.

EVERY ASSISTANCE AND INFORMATION SUPPLIED.

D. S. KEMP & Co., BOMBAY.

NEW DRESS MATERIALS JUST TO HAND.

WHITE STRIPED PIQUES.

WHITE PIQUE, with ½ inch Violet Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Blue Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Brown Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Green Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch (3 Black Stripe), 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Black Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with 1/16 inch Green Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Blue Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Violet Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Red Stripe, 30 inches wide, per yard As. 12.

WHITE PIQUE, with ½ inch Black Stripe, 30 inches wide, per yard As. 12.

COLORED STRIPED MUSLINS.

MUSLIN, with ½ inch Violet Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Pink Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Blue Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Violet Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Blue Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Blue Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Violet Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with ½ inch Pink Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with Pink Pin Stripe, 32 inches wide, per yard As. 8.

MUSLIN, with Blue Pin Stripe, 32 inches wide, per yard As. 8.

10 PER CENT. DISCOUNT, OR ONE ANNA AND A HALF ALLOWED ON EACH RUPEE FOR READY MONEY ORDERS AMOUNTING TO RS. 10.

WATSON AND COMPANY,

8 & 9, CHURCH GATE STREET, AND 22 & 23, RAMPART ROW,

BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

THREE SHARES in DHOLLERA PRESS AND GINNING COMPANY FOR SALE. Apply to WM. WATSON & Co., 24. Apollo Street.

FOR SALE.—A Stylish ENGLISH-BUILT PHAETON, suitable for one Horse or a Pair. The Carriage is in Excellent Condition. Address "CRAG DHU," *Bombay Gazette* Office.

FOR SALE, an English built BUGGY by KESTERTON, a dark Bay Deccan-Arab HORSE, and complete set HARNESS. Price Rs. 700. Apply "AVIS," care of *Bombay Gazette* Office.

A EUROPEAN who is a good FOUR-IN-HAND DRIVER, and thoroughly understands MANAGEMENT of HORSES, is desirous of obtaining a situation, either as COACHMAN, or in charge of a STUD. Apply to Mr. JOHN MOORE, Prince of Wales Hotel.

FOR SALE.

J. NEUBERG.

JUST RECEIVED PER s. s. ARETUSA

A SMALL PARCEL OF THE FOLLOWING

RICH AND RARE

FRANCONIAN WINES.

FROM THE

ROYAL BAVARIAN CELLARS OF WUERZBURG.

STEINWEIN ...Ausleso,	1868,	per doz.	Qts.,	Rs. 60
HOERSTEINER Do.	1868,	„	„	„ 52
PFUELBEN..... Do.	1868,	„	„	„ 45
LEISTENWEIN,	1868, Red,	„	„	„ 30
STANDERBRUEHL,	1868,	„	„	„ 22
SHALKSBERGER,	1870, Red,	„	„	„ 18

RHINE WINES.

RIESLING No. 1.....	per doz.	Quarts	Rs.	13 0
BODENHEIMER	„	„ Quarts	„	15 0
Do.	„	„ Pints	„	8 8
GEISENHEIMER	„	„ Pints	„	9 0
NIERSTEINER	„	„ Quarts	„	20 8
Do.	„	„ Pints	„	11 0
RUDESHEIMER.....	„	„ Quarts	„	22 0
Do.	„	„ Pints	„	12 0
MARCOBRUNNER	„	„ Quarts	„	26 0
Do.	„	„ Pints	„	14 0
LIEBFRAUMILCH	„	„ Quarts	„	28 0
Do.	„	„ Pints	„	15 0
HOCHHEIMER	„	„ Quarts	„	32 0
Do.	„	„ Pints	„	17 0

5 per cent. Discount on taking 5 Dozen Quarts.

For consumption in Hot Climates no Wines can surpass and very few can equal

GERMAN WINES.

FOR SPECIAL PRICE LIST APPLY TO

J. NEUBERG,

MEADOW STREET, BOMBAY.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S CELEBRATED STEEL PEN.

Sold by all Dealers throughout the World.

CAUTION.

J. & F. MARTELL'S BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine articles with our Brand, which is to be had of all respectable Dealers.

MARTELL & Co.

JOYCE'S SPORTING AMMUNITION, ESTABLISHED 1820.

The attention of Sportsmen is invited to the following annumeration of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S TREBLE WATERPROOF CENTRAL-FIRE PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding.

JOYCE'S GAS TIGHT CARTRIDGES

For Pin-fire and Centre-fire Breech Loading Guns. Wire-Cartridges for killing Game at long distances.

AND EVERY DESCRIPTION OF SPORTING AMMUNITION.

Sold by all Gun-makers and Dealers in Gunpowder.

FREDERICK JOYCE & Co.,

PATENTEES AND MANUFACTURERS,

17, Upper Thames Street, London.

J. & E. ATKINSON'S PERFUMERY,

celebrated for nearly a century past, is of the very best English manufacture. For its purity and great excellence it has obtained the following

EXHIBITION PRIZE MEDALS

LONDON, 1862. PARIS, 1867. CORDOVA, 1872.

LIMA, 1872. VIENNA. 1873.

ATKINSONS' CHOICE PERFUMES FOR THE HANDKERCHIEF.

White Rose, Frangipanna, Ylangylang Stephanotis, Oppoana x Jockey Club, Bouquet, Tr vol Magnolia, Jasmin, Wood Violet, and all other odours of the finest quality only.

ATKINSONS' FLORIDA WATER.

a most fragrant Perfume distilled from the choicest Exotics.

ATKINSONS' QUININE HAIR LOTION,

a very refreshing Wash which stimulates the skin to a healthy action and promotes the growth of the hair.

ATKINSONS'

ETHEREAL ESSENCE OF LAVENDER,

a powerful Perfume distilled from the finest flowers.

ATKINSONS' QUININE TOOTH POWDER.

VIOLET POWDER, MACASSAR OIL, GLYCERINE CREAM and other Specialities and general Articles of Perfumery may be obtained of all dealers throughout the World, and of the manufacturers

J. & E. ATKINSON,

24 Old Bond Street, London, W.

PRICE LIST FREE ON APPLICATION.

CAUTION.—Messrs J. & E. Atkinson manufacture their articles of one kind the best quality only. Purchasers are cautioned to avoid counterfeits by observing that each article is labelled with the firm's name and address in full.

ESTABLISHED 1799.

YARROW'S

SMALL STEAMERS & STEAM LAUNCHES,

BUILT OF WOOD, IRON OR STEEL.

TO MEET SPECIAL REQUIREMENTS.

Screw Steamers, with speeds ranging up to 20 miles an hour.

Paddle Steamers, with draughts ranging down to 6 inches of water.

Contracted for Prices from £200 upwards.

MACHINERY CONSTRUCTED FOR BOATS BUILT ABROAD.

YARROW & Co.,

(Late YARROW & HEDLEY,)

ENGINEERS AND SHIPBUILDERS,

ISLE OF DOGS, POPLAR, LONDON.

Prospectuses may be obtained at the Office of this Journal.

THE HIGHEST-CLASS MEDAL AWARDED at the Vienna Universal Exhibition for ADAMS'S PATENT CENTRAL-FIRE BREECH LOADING REVOLVERS, as exclusively adopted by H. M. War Department. The New Zealand and New South Wales Governments, &c. Reprints of special Articles from the "TIMES," and other leading Journals, on competitive trial, of this Revolver, with Price Lists, can be obtained on application. Sole Manufacturers, ADAMS'S PATENT SMALL ARMS COMPANY, Limited, 391, Strand, London, W.C. (the only address).

Breech-loading Guns, Rifles, &c., with all necessary appurtenances

CROSSE AND BLACKWELL'S CELEBRATED OILMEN'S STORES, ALL OF SUPERIOR QUALITY.

Pickles, Sauces, Syrups.

Jams in tins and jars.

Orange Marmalade.

Tart Fruits, Dessert Fruits.

Pongona, Lisbon Apricots and Peaches.

Mustard, Vinegar.

Fruits in Brandy and Noyeau.

Potted Meats and Fish.

Fresh Salmon, Oysters and Herrings.

Kippered Salmon and Herrings.

Herrings à la Sardine.

Pickled Salmon.

Yarmouth Bloaters.

Blackwall Whitebait.

Fresh and Findon Haddocks.

Pure Salad Oil.

Soups in Pint and Quart Tins.

Preserved Meats in tins.

Peas, Carrots, Beans, and other Vegetables.

Preserved Hams and Cheese.

Preserved Bacon.

Oxford and Cambridge Sausages.

Bologna Sausages.

Yorkshire Game Pâtés,

Yorkshire Pork Pâtés.

Tongues, Game, Poultry.

Plum Puddings.

Lea and Perrins' Worcestershire Sauce.

Fresh Supplies of the above and numerous other table delicacies may always be had from Treacher & Co., Bombay and Poona, and every storekeeper.

CAUTION.

to prevent the fraud of refilling the Bottles or Jars with native productions, they should invariably be destroyed when empty.

Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

Every Cork is branded with Crosse and Blackwell's name.

CROSSE AND BLACKWELL,

Purveyors to the Queen,

Soho Square, London.

At the Paris Exhibition of 1867, THREE Prize Medals and at Vienna 1873 TWO Grand Medals were awarded to CROSSE and BLACKWELL, for the marked superiority of their productions.

SMOKERS' REQUISITES.

THIS Department of the business is constantly receiving large accessions of every article required by Smokers, and affords a selection not to be met with elsewhere in this Presidency.

CHEROOTS AND CIGARS.

CASH PRICE LIST.

MANILLA.

No. 1, CHEROOTS or CIGARS...Per thousand Rs. 90 | No. 2, CAVITE BRAND...Per thousand...Rs. 70

No. 2, do. do. ... do. 50 | No. 3, CIGARS..... do. 40

The above are the finest imported.

TRICHINOPOLY CHEROOTS,

In Splendid Condition.

NOBLE.....Per 1,000 Rs. 13 8 | THOMSON'S .....Per 1,000 Rs. 14 0

DAWSON'S..... „ „ 14 0 | DINDIGULS... ..... „ „ 16 0

HAVANNAH in boxes of 250 each... .....Rs. 4 8

COCONADA CHEROOTS.

Manufactured of selected Leaves expressly for TREACHER & Co.

LEISURE HOUR...Per Box of 250 Rs. 4 12 | BABINGTON'S .....Per Box of 250 Rs. 4 0

OFFICE.....Per Box of 100, Re. 1-6

TOBACCOS.

SOLE AGENTS FOR WILL'S CELEBRATED BRISTOL TOBACCOS.

Bird's Eye, Smoking Mixture, Shag and Latakia,

Per Tin, Rs. 1.

GENUINE TURKEY TOBACCO for CIGARETTES, per Tin, Re. 1-8.

VIRGINIAN SUN-CURED TOBACCO, Round Sticks, in Tin Foil, per Box, Rs. 2-8.

SNUFFS OF VARIOUS KINDS.

A HANDSOME SELECTION OF GENUINE MEERSCHAUM PIPES.

AN EXTENSIVE ASSORTMENT OF BRIARWOOD PIPES, BEST QUALITY.

CIGAR CASES, TOBACCO POUCHES, &c.

TREACHER & COMPANY, LIMITED.

BOMBAY, BYCULLA AND POONA.

IMPORTANT NOTICE.

TO TRAVELLERS ARRIVING IN BOMBAY.

ASQUITH & CO. respectfully inform GENTLEMEN arriving from EUROPE that they have always on hand a very excellent assortment of Light and Comfortable COATS and TROWSERS, suitable for INDIAN WEAR, thoroughly well-made and cut in the latest approved style. It frequently occurs that on landing Gentlemen find the Clothing supplied by Outfitters at Home quite *unsuitable* for TROPICAL WEAR. A. & Co. can supply EVERY REQUISITE, and respectfully invite an INSPECTION.

THE OVERLAND KIT WAREHOUSE,

23 AND 24, APOLLO STREET, BOMBAY.

THORPE & CO.

HAVE just Received a Consignment of Fashionable FELT HATS of the best quality and make.

Our TAILORING DEPARTMENT is now well-known for its style and comfortable fit.

Black Dress Suits.....	Rs. 70	Frock Coats made from Black or Blue Twill, Dice pattern, Basket or Rib Coatings...from Rs. 30 to 45		TROWSERINGS.	
Superior Do. lined rich Silk	50			Super Black Dress.....	Rs. 20
Superfine Black or Blue Frock Coat.	40			Superior Do made from the finer Black Doe	24
Superior Do	45			A choice selection of Trowserings in Plain and Fancy Stripes, Checks, Diagonas, or plain Colours, from	Rs. 13 to 16
Superfine Black or Blue Morning Coats	36	Morning or Visiting Coats of the above materials, lined with Silk, bound or stitched edges, from Rs. 25 to 45		Bedford Cord, Whip Cord, and Fashionable Riding Tweeds, Rs. 18 &	20
Superfine Black Dress Waistcoat...	12				
White Dress.....	5				

THORPE & CO., NAVAL AND MILITARY TAILORS, MASONIC CLOTHIERS, &c., BOMBAY.

THE SINGER MANUFACTURING COMPANY'S CELEBRATED LOCK-STITCH SEWING MACHINES, WORKED BY HAND OR FOOT.

BRANCH DEPOT, BOMBAY,

No. 6, ELPHINSTONE CIRCLE, NEAR BOLTON & Co.,

where Letters may be addressed.

AGENCY IN POONA :

A. D. EZEKIEL,

THE POONA IRON AND BRASS FOUNDRY.

C. MARCKS AND CO., WATCHMAKERS, JEWELLERS, AND OPTICIANS,

BOMBAY : 4, Hummum Street.

POONA : East Street.

A WELL-Selected Stock of Silver Hunter, Semi-Hunter, and Crystal Case Lever and Keyless Lever Watches, at

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, 12TH OCT. 1875.

THE Liverpool Cotton Market yesterday closed steady, sales 14 000 bales, of which 3,500 were Surats. Prices were unchanged, with the exception of Fair Omrawuttee, which was called 1/16d. per lb. higher. This morning's market opened firm, probable sales 12,000, actual imports 12,000 bales.

In New York yesterday Mid. Uplands had advanced from 13¼ to 13¼ cents per lb., Gold and Exchange on London being unaltered.

The Receipts at the ports show the following comparisons with previous years :—

	1875	1874	1873	1872
Monday's Receipts	32,000	27,000	16,000	17,000
Three days' Receipts	50,000	41,000	24,000	28,000
Total Receipts since 1st Sept.	338 000	294,000	217,000	349,000

The London General Produce Markets were without change yesterday.

Consols this morning are quoted at 93¼, French Rentes 104½. Bar Silver remains at 56½d. per oz.

A further withdrawal from the Bank of England of £77,000 was advised yesterday, and the rate of discount in the open market is now on a level with the Bank minimum, which is an advance of ½ since Thursday. This looks like a further rise in the Bank rate before long, but there is nothing on the face of things to induce any apprehension of money becoming really dear.

THE STERLING EXCHANGE to-day there has been nothing or next to nothing doing. Nominally rates are the same as yesterday, but there is no demand to speak of for Bank Bills and no amount of private paper is offering.

GOVERNMENT PAPER is quiet but steady at unchanged values.

THE SHARE MARKET continues dull and declining for everything except Bank of Bombay's which are in request at a further advance. Spinning and Weaving Shares are again lower all round, Bombay United being quoted Rs. 45, Colaba Rs. 30, Dharumsey Rs. 20, Fleming Rs. 15, Great Eastern Rs. 10, and Manockjee Petit Rs. 10 per share lower. Colaba Land Co.'s shares have declined Rs. 5 and Bombay-Burmah Trading Co. Rs. 15 per share.

There has been some enquiry for COTTON to-day, but it has not led to much business, dealers prices being too high to admit of putting through Liverpool orders. Arrivals yesterday from up-country were 916 bales, making 1,290 bales for the four days.

FREIGHTS have not changed in position. For the Belloua £1-17-6 is quoted and the City of Baltimore has engaged 500 tons at that rate. By sail there is nothing doing.

PIECE GOODS are in slightly better request both from first hands and the Bazaar. A moderate business has been done and in some instances rather better prices have been obtained. For Grey Jaconets a particularly good enquiry prevails and a half to anna per piece advance has been established.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
200,000	100	all	9 p.ct	Agra Bank	93½
22,000	1,000	all	10 p.c.	Bank of Bengal	1,880
20,000	500	all	10 do.	Bank of Bombay New.	686
5,350	1,000	all	9 do.	Bank of Bombay Old.	1,165
30,000	250	all	8 p.ct	Chartered Mercantile Bank. of L. & China	250
40,000	281	all	Nil.	Hon. & Shanghai Bank	210
40,000	20	all	5 p.ct	Chartered Bank of India and China	150
40,000	250	125	5 do.	National Bank of India.	105
60,000	250	all	12 do.	Or'ental Bank	485

LAND COMPANIES.

4,000	100	all	60	Colaba Land Co.....	1,105
1,500	100	all	...	Frere Land & Pier Co. Ld	90
1,750	1,000	2 500	20 p.a.	Mazagon Land	650
9,000	1,400	all	15 do.	Port Canning Land Company, Limited.....	205

RAILWAY COMPANIES.

st	£20	218'20	5 p.c.	G. I. P. Railway Consolidated Stock	252
d	£20	103 14'6	do.	Do. New £20 Shares.....	26 26
—	£20	65 7'3	do.	Ditto	72
—	£20	21 13'1	do.	Ditto	32
—	£100	100	do.	B.B. & C. I. Railway Co.	1,100
—	£18	190'9'15	do.	Do. New Shares	220

SPINNING AND WEAVING COMPANIES.

600	1,250	all	100*	Alexandra Spinning.....	1,300
500	2,500	all	150*	Alliance Spinning	2,600
300	2,000	all		Bhowurgoor M. & P. Co.	1,425
900	1,000	all	70*	Bombay United	960
2 400	150	150	10*	Bronch Mills	150
1,000	750	700		Colaba Spinning	705
2,500	2,000	all	100 p.s	Dhurumsey Spinning ..	910
1,500	1,250	all	100 p.s	Fleming S. W. Co.....	870
1,000	1,000	all	60 p.s	Great Eastern	595
700	1,000	all	60 p.s	Hindustan S. W. Co.....	920
750	1,000	all	60 p.s	Jeewraj Balloo Mills	970 xd
..	..	..	..	Khandala Spinning	800
800	1,250	all	Nil	Madras Spinning	850
2...	...	500	...	Madras U. Spinning	850
1,500	1,000	all	70	Manockjee Petit's.....	1,040
1,05	1,000	all	100 p.s	Morarjee Spinning	1,165
4,000	625	all	40 p.s*	Oriental.....	625
600	1,000	250		Prince of Wales Spinning	625
110	1,000	1,000	200 p.s	Soonderdas Spinning ..	930
800	1,000	250	125 p.s	Do. do. 1/4 share.	235

For share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	200 p.s	Akbar Cotton Press Co..	1,475
200	5,000	1,100	50 p.s	Albert Co. Kurrachee..	700
100	..	all	18 p.c.	Albert Ginning Co.....	650
250	1,000	200000		Alfred Mills Co.....	1,105
150	12,000	11,000	400 p.s	Ally Allo Press Co.....	9,000 xd
150	..	all	..	Bombay	750
150	500	all	62 p.c.	Berar Company (New)...	475
1,000	350	all	42 p.s	Indian Press Co.	325
400	250	all	64 p.c.	Broach Cotton Co.....	90
200	1,500	all	175 p.s	Carwar Co.....	925 xd
230	250	all	..	Coconada Press Co	75
500	1,880	all	175 p.s	Colaba Press Co.....	4,200
1,000	500	all	Nil.	Cowasjee K. & Co.	500
352	1,000	all	..	East India Press Co.....	1,150
150	8,500	all	Rs. 200	Fort Press Co.....	2,050
300	2,000	2,000	15 p.s	Framji Cowasji Press Company	385
200	500	all	100 p.s	French Pres Co.....	385
1,200	1,000	1,000	150 p.s	Imperial Press Co.....	435
3,125	400	350	45 p.s	Mofussil Press & Ginning Co.....	370
600	2,000	5,000	...	New Printing Manufacturing Co., Ld.....	1,200
120	..	1,500	250 p.s	Prince of W. Press	650
200	500	all	100 p.s	Rassoom's Press Co.....	541
400	500	750	45 p.s	Scinde Press Co.....	375 xd
300	1,000	750	..	Scinde & Punjaub Cotton Press Co., Limited.....	1,000
150	850	all	12 p.c.	Victoria Cotton Gin and Press Co	600 ml
650	1,000	..	125p.s*	Volkart's United Press Co.	925

*For share, for the half-year.

MISCELLANEOUS.

1,000	12,500	1500	240 p.s.	Bombay Burmah Trading Corporation	1,975
1,000	50	all	4 p.ct	Bombay Gas Company	65
600	1,000	all	...	Bombay Saw Mill Co....	625
800	500	300	30 p.s.	Landing & Shipping Co. of Kurrachee, Ld.	140xd
2,150	200	100	8 p.	Malabar Company, Ld.	85
4,000	50	all	4 p.	Mechanics' Build'g Co..	23
1,500	500	all	30 p.	Treacher & Co.....	380
..	250	all	40 p.	Viegas Patent Slip	35

BANKS IN LIQUIDATION.

		Date L'dation.			
..	95	1194	...	Bank of China	1
..	...	...	...	East India Bank	1

SHIPPING INTELLIGENCE.

THE S. S. BLENHEIM, 1,307 tons, Captain R. Bovey will sail to-day for Cochin, in ballast.

THE B. I. S. N. Co's S. S. KURRACHEE, 346 tons, Captain J. Avern, sailed yesterday for Coast and Carwar, with a general cargo, and the following passengers :—For Vingorla.—Mr and Messrs. Bareley and two servants, and Lieut G. W Wray and two servants. For Hurnee:—Rowshuh and Mrs. Gunpuitrow Bhaskar, son, son-in-law, daughter, and three children, and the Honble. Vishwanath Narayen Mundlic.—For Rutnagherry.—Mr. G B. Spring and four servants. For different ports.—Ten deck passengers.

THE S. S. CITY OF BALTIMORE, 1,443 tons, Captain Thos. Collins, which, arrived in harbour on the 10th instant from London, (September 15th), calling at Port Said and Suez, via the Suez Canal, brought the following cargo :—2 cases silver plates, 2 cases picture frames, 6 cases soap, 2 packages carpets, 1 case guilt jewellery, 1 case toys, 100 kegs colour, 8 bundles buckles, 3 cases lamp glass, 4 cases books, 2 cases machinery, 27,284 packages iron, 3,698 casks spelter, 1,228 plates spelter, 8 bales printing paper, 12 casks hoes, 120 packages nails, 2 cases safe, 2 cases imitation gold thread, 2 cases drugs, 380 casks wine, 8 cases bedstead, 25 cases glass ware, 2 casks wire, 25 cases sherry, 201 cases oil-mannatore, 61 packages provisions, 20 cases champagne, 6 packages hardware, 42 cases bottled beer, 10 cases currant, 732 cases cartridges, 2,601 packages merchandise, and 1,095 hogsheads beer. The vessel is consigned to Messrs. W. & A. Graham & Co.

DEPARTURE.

Oct.	Vessel.	Commander.	Destination.
12	Kurrachee (s).....	Arvin.....	Coast and Carwar.

The Steamer Blenheim, Bovey, to Cochin, obtained her port clearance yesterday.

The Steamer City of Baltimore, to Liverpool, was entered out for loading yesterday.

MADRAS.

Oct. ARRIVAL.
9 Southern Queen..... ..... Moulmein.

Oct. DEPARTURE.
9 Briton (s)..... ..... Pondicherry.

DAILY IMPORTS—OCTOBER 12.

FROM LIVERPOOL.

Cordie s, 857 bundles hoop iron, The New East India Press Co.; Atalanta s, 1,999 iron pipes, The Bombay Gas Co; 60 barrels pitch, Sorabjee Pestonjee and Co; 875 bars iron, Damoder Pragjee.

FROM LONDON.

Trinacria s, 9 barre's soap, Mamedally Abdool Cadur and Co. Coromandel s, 500 cases brandy, Carlier, Palmer and Co. Delhi s, 15 bottles Quicksilver, Kuma Ramjee; 15 bottles quicksilver, Abdool Currim Meya Khan.

FROM BORDEAUX.

Sumatra s, 60 cases cocks, Doorabjee Manjeejee and Co.

DAILY EXPORTS.— OCTOBER 12.

FOR LIVERPOOL.

Selene, 118 cases mother o'pearl shells, Vezey Poorja and Co; 92 bales rags, Mathooradass Nuthoo; 175 bales cotton, Raghoobhoy Dayabhoy

Bellona s, 57 bales cotton, Shamjee Canjee; 20 bales cotton, Cullianjee Pitamber; 5 cases cardamoms seed, Mooljee Jaitha and Co; 46 packages coffee, Muthooradass Nuthoo; 80 bales cotton, Hurjevan Jatha.

FOR LONDON,

Clara, 250 bags linseed, Ewart, Latham and Co.

FOR TRIESTE.

Zambesi s, 300 bales cotton, W Nicol and Co; 100 bales cotton, E Spinner and Co.

FOR VENICE.

Zambesi s, 260 bales cotton, Volkart Brothers; 194 bales cotton, E Spinner and Co.

FOR MARSEILLES.

Zambesi s, 100 bales cotton, Jules, Siegfried and Co.

FOR HONGKONG.

Golconda s, 35 bales cotton, Cullianjee Pitamber; 49 chests opium, David Sassoon and Co.

COLABA OBSERVATORY.

Results of Meteorological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., Longitude 4h. 51m. 12·3 East, Height of Barometer above the Sea=37 feet.

Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 6 P.M., and 10 P.M.—	October—1875. 4th	5th	6th	7th	8th	9th	10th
	In.	In.	In.	In.	In.	In.	In.
Barometer corrected to 32 deg. Fah.	29·875	·876	·854	·875	·838	·820	·851
Temperature of the Air.....	80·7	80·2	80·3	80·3	80·2	81·7	81·9
Wet-bulb Thermometer	76·8	76·3	75·5	75·0	75·3	75·5	77·1
Dew Point.....	75·3	74·8	73·7	72·9	73·3	73·1	75·3
Relative Humidity of Air.....	·841	·842	·807	·789	·800	·759	·809
Extent of cloudy Sky (the whole sky clouded=8.)	0·8	4·4	2·8	3·4	2·0	0·4	3·6
Maximum temperature of Air read at 9½ A.M.	84·7	84·3	84·3	83·8	83·9	86·4	86·4
Minimum temperature of Air read at 9½ A.M..	74·9	74·9	75·2	75·0	75·2	75·9	76·0
General Direction of Wind	a Miles.	b Miles.	c Miles.	d Miles.	e Miles.	f Miles.	g Miles.
Movement in 24 hours.....	302	252	178	187	310	155	166
Rain Gauge 4½ feet above the ground	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00

Total fall of rain between 1st January and 10th Oct. 83·09.

(a) NNE, NE, NW, NNW, NW.
(b) NW, NNE, NE, ENE, NW, NNW.
(c) NW, NNW, ENE, NW.
(d) WNW, ESE, SSW, WNW, NW.
(e) N, NNE, NE, ENE, NW, NNW.
(f) N, NE, ENE, NE, WNW, W, WNW, S.
(g) S, SSE, ESE, W, WNW, NW, SE.

MILITARY INTELLIGENCE.

ARRIVALS.—OCTOBER 6.

Harris, Major, Bengal 11th Regt N I, on leave, from England.

OCTOBER 11.

Fawcett, Surg. Madras 38th Regt N I, on duty, from Saugar.
Budd, Major, 6th Brigade R A, to join, from Gota amund.
Moxon, Colonel, Bengal Staff Corps, to join, from Jubbulpore.

DEPARTURES.—OCTOBER 12.

Rid, Major, Madras Staff Corps, to join to Bellary.
Jones (Lieut Col., Bombay R A, on leave, to Ahmedabad.
Fuller, Colonel, Bombay R E, on leave, to Matheran.
Thorold, Surg Major, Bombay 2nd Med Dept, to join, to Mhow.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, October 9.)

TELEGRAPH DEPARTMENT.

Mr M J Brind, an Asst Supt of the 2nd grade, is allowed privilege leave for twenty-five days, under Section 21 of the Civil Leave Code, with effect from the forenoon of the 22nd Sept 1875.

AGENT, GOVERNOR-GENERAL FOR CENTRAL INDIA.

Col R E Hutchinson, Resident, 2nd Class, Political Agent at Gwalior, returned from furlough to Europe, and resumed charge of the Gwalior Agency from Col W Willoughby O borne, c B, Political Agent, 1st Class, on the afternoon of the 22nd Sept 1875.

With reference to Notificat on No 828, dated 28th June 1875, Capt F McG Hendley, Wing Subaltern, Bhopal Batn, is granted twenty-five days' privilege leave from the date i Oct next on which he may avail himself thereof.

Lieut the Hon James P Napier, Offg 2nd Squadron Subaltern, 2nd Regt. Central India Hors, is granted sixty days' privilege leave from the date in Oct on which he may avail himself thereof.

Lieut T Sopp, 3rd Asst Agent, Governor-Gen l, for C ntral India, av iled himself, on the forenoon of the 10th Aug 1875, of the privilege leave granted to him in Notification No 992, dated 4th idem, and resumed charge of his duties on the forenoon of the 10th Sept 1875.

AGENT, GOVERNOR-GENERAL FOR RAJPOOTANA.

The privilege leave of one month granted in this Notification No 2496-1709 G., dated 15th instant, to Dr K Burr, in medical charge of the Meywar Agency, is hereby cancelled.

GREAT TRIGONOMETRICAL SURVEY OF INDIA.

Mr W Oldham, Asst Surveyor, 3rd grade has passed a successful examination in the Lower Standard in Hindustanee.

PUBLIC WORKS DEPARTMENT—MILITARY WORKS.

Mr H E Fitzsimons, Accountant, 3rd Grade, is transferred from the office of the Ex Engr., 1st Peshawur Division, to that of th Ex Engr, 2nd Rawal Pindi Special Military Works Division This cancels so much of Notification No. 75 of 1st Sept 1875 as affects Mr W D Henry Accountant, 3rd Grade, and Inspr-General's Notification No. 83, dated 13th Sept 1875.

Capt H McV Crichton, R E, Asst to Inspr-General of Military Works, is granted privilege leave for fifteen days from 11th Oct 1875, or such subsequent date as he may be able to avail himself of the same.

With the consent of the Govt of India, P W Dept, Mr A Sykes, Gas Engr, is graded as a Supernumerary Sub-Engr, 2nd Grade, with effect from 19th Sept 1875.

Thirty days' privilege leave has been granted to 1st Grad- Sub-Overseer Mr A Murray, attached to Dinapore Division, Military Works, from the date he may avail himself of it.

Mr Alexander W Wright, Ex Engr, 2nd Grade, attached to the Jullundur Division, Military Works, returned on the 19th August 1875 from the seventy-five days' privilege leave granted to him by the Inspector-General, Military Works, Notification No 49 of 21st May 1875, which he availed himself on the forenoon of the 7th June 1875.

Mr A G Reid, Asst Engr, 1st Grade, joined the Dugshais Division Special Military Works on the afternoon of the 11th instant.

PUNJAB NORTHERN STATE RAILWAY.

With reference to Director of State Railways' Notification No 158, dated 10th Sept 1875, appointing Mr G S Rees as temporary Overseer, 1st Grade, this subordinate is posted to the Ravi Section, which Section he joined on the forenoon of the 11th Sept 1875.

Mr B Parkes, Asst Engr, 2nd Grade, is transferred from the Extra-ordinary Survey Division of the Survey Circle to the Jhelum Bridge Division, which Division he joined on the afternoon of the 15th Sept 1875.

HOLKAR AND NEEMUCH STATE RAILWAYS.

Mr J Wilkinson, Sub-Storekeeper, 2nd grade, Fatehabad Division, Neemuch State Railway, is granted privilege leave for one month, with effect from 16th Sept 1875, the date on which he availed himself of the leave.

Mr W Fox, Conductor, Supervisor, 1st grade, Mhow Division, Holkar State Railway, is transferred to the Fatehabad Di ision, Neemuch State Railway, in the interests of the public service.

Mr A J Campbell, Asst Engr, 2nd grade, was transferred from the Military Works Branch by Govt of India P W Dept Notification No 878, dated 20th Aug 1875, reported himself to the Controller, Holkar and Neemuch State Railways, for duty on the 29th Sept 1875.

SINDIA STATE RAILWAY.

With reference to this Office Notification No 12, dated 11th Aug 1875, Mr J C Porter, Inspector, 1st grade, reported his return to duty at Agra from privilege leave on the afternoon of the 1st instant.

RAJPOOTANA STATE RAILWAY.

Mr George Hiley, Storekeeper, 2nd grade, Rajpootana State Railway, reported his return to duty from twenty-eight days' privilege leave granted to him in Notifications Nos 9 and 11, dated 3rd and 13th Sept, respectively, on the forenoon of the 30th instant.

NORTHERN BENGAL STATE RAILWAY.

Capt Sadlwick, R E, is transferred temporarily from No 2 Jaipur Division to the office of Engr-in-Chief from 21st Sept 1875.

Mr J A Anderson, temporary Ex-Engr, 4th grade, is transferred from No 1 Nator Division to the Ex charge of No 2 Jaipur Division from 21st Sept 1875.

CENTRAL PROVINCES ORDERS.

(*Central Provinces Gazette*, Oct. 9.)

Mr Nobin Chandra Banerjee, Extra Asst Commr, received charge of the office of Registrar, Jubbulpore, from Capt T H Hallett, Asst Commr, on the forenoon of the 27th Sept 1875.

Mr H Fox, C S, Asst Commr, assumed charge of the Nagpore Treasury from Mr J A Jeffreys, C S, Asst Commr, on the forenoon of the 14th Sept 1875, consequent on the latter officiating as Deputy Commissioner of Hoshungabad.

Mr J A Jeffreys, C S, Asst Commr of Hooshangabad, is appointed to be the Secy to the District Fund Committee from the 20th Sept 1875.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, October 7.)

HOME DEPARTMENT.

Lieut-Col E H Pasko, Depy Comr, Kangra, has obtained thirty days' subsidiary leave on full pay, from the 16th Oct 1875 preparatory to availing himself of the furlough granted him in G G O No 805, dated 11th Aug 1875.

Mr R W Trafford, Offg Depy Comr, Sialkot, is invested with the powers described in Section 36 of Act X of 1872 (the Code of Criminal Procedure).

MILITARY DEPARTMENT.

In Punjab Order No 155, dated 27th July 1875, confirming the temporary appointment of Lieut A C Bunny, 4th Punjab Infy, to officiate as Dy Asst Com Gen of Wks, is in addition to his other duties."

The following Orders are confirmed :—

Lieut H Gordon, Punjab Frontier Force, dated 23rd Sept 1875, directing Surg B B Gupta to assume medical charge of the 1st Punjab Infantry at Dera Ismail Khan.

Sandford, Punjab Frontier Force, Regtl order, dated 31st Aug 1875, making the following temporary appointments consequent on the departure of Capt J Davidson, 1st Squadron Subaltern, to officiate as Asst Adjt Genl, Punjab Frontier Force :—

Lieut F Mardall, 2nd squadron Subaltern, to officiate as 1st Squadron Subaltern, vice Capt Davidson.

Lieut C C Egerton, 2nd Squadron Subaltern, to officiate as Adjt, in addition to his other duties.

5th Punjab Cavalry—Regtl order, dated 8th Sept 1875, making the following temporary appointments :—

Capt F S Carr, Adjt, to officiate as 2nd in Comd and Squadron Officer.

Lieut W J Vousden, 1st Squadron Subaltern, to officiate as Adjt, in addition to his other duties.

PUBLIC WORKS DEPARTMENT.

Mr R S Heenan, Supernumerary Asst Engr, 1st grade, attached to the Bahawulpur State, to be Ex Engr, 3rd grade with effect from the 1st January 1874.

IRRIGATION BRANCH.

Mr A Bowling, Clerk, 2nd class, 2nd grade, attached to the Office of Suptdg Engr, Upper Bari Doab Circle, is allowed three months' privilege leave from such date as he may avail himself of the same.

Mr J Francis, Supervisor, 1st grade, from the Head Works Division, Western Jumna Canal, to the Special Works Division, Bari Doab Canal.

Mr L Heath, Asst Engr, 1st grade, attached to the Head Works Division, Western Jumna Canal, is appointed to officiate as Ex Engr of the Karnal Division, Western Jumna Canal, with effect from the afternoon of the 2nd Sept 1875.

The forty-five days' privilege leave granted to Mr E W M Hughes, Asst Engr, 1st grade, in Punjab Government, Irrigation Branch, Notification No 3507 E I, of 10th Aug 1875, is cancelled at his own request.

POSTAL NOTICES.

OVERLAND MAIL.

In supersession of this Office Notice of the 19th May last, it is notified that, as on and after the 4th October next till further notice, the Overland Mail Steamers of the P. and O. S. N. Company will leave Bombay every *Monday*, punctually at 7 P.M., the following revised arrangements in the hours for closing Mails will come into operation from the said date :—

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns up to 3 P.M.

Registered Letters up to 2 P.M.

Registered Letters, if fully pre-paid together with an extra fee of 2 annas, will be received at the General Post Office between 3 and 4 P.M.

Late letters, if fully pre-paid by means of stamps in respect both of postage and of the late letter fee (4 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland Covers at the several Branch Post Offices, will be 5-30 P.M.

Fully pre-paid letters will be received on board the Overland Mail Steamer after 5 P.M., and up to starting time (7 P.M.) by the payment of an additional fee of 8 annas. All others will be refused.

The Overland Mail Steamers will leave Bombay as under—

	P.M.		P.M.
Monday	Oct. 18	Monday.....	Nov. 1
"	" 25	"	" 8

AUSTRALIAN MAILS.

Saturday .....Oct. 16 | Saturday .....Nov. 13

In accordance with the above, Mails for Ceylon, Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

MAURITIUS AND REUNION

Regular Mails. *Supplement Mails.*

Monday.....Oct. 25 | Monday.....Nov. 1

The dates of departure from Bombay of the Supplemental Mails for Mauritius and Reunion are in consonance with the Time Table of the Messageries Maritime Company; but as the French Mail Steamers occasionally leave Aden for the Mauritius before the arrival of the Bombay Overland Mail Steamers, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that opportunity may sustain at Aden.

MAILS FOR KURRACHEE.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday.

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O S. N. Company, and thence by the B. I. S. N. Company's vessels, is increased from 4 annas to 8 annas per half ounce.

1. Prepayment in full by this route is compulsory.
2. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope, will also be subject to an increase from 4 annas to 8 annas per half ounce.
3. Prepayment in full by this route is compulsory.
4. Letters forwarded by this route can be registered for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

ZANZIBAR, NATAL, MOZAMBIQUE, DELAGOA AND TABLE BAY.

3-30 P.M. 3-30 P.M.

Friday .....Oct. 22 | Friday.....Dec. 20

" .....Nov. 22 |

TO CALCUTTA.

Touching at the several Coast Stations.

Mails to Calcutta, and for the several Coast Stations, below Carwar per B. I. S. N. Company's Contract Steamers, will be despatched from Bombay on every Saturday.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O., and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M.

WILL BE PUBLISHED EARLY IN

NOVEMBER.

THE

TOURIST'S GUIDE TO BOMBAY.

CONTENTS:

MAP OF BOMBAY.

MAP OF INDIA.

GEOGRAPHY AND HISTORY OF THE ISLAND.

POPULATION.

TRADE AND INDUSTRY.

GOVERNMENT AND REVENUE (IMPERIAL, PROVINCIAL, AND MUNICIPAL).

DESCRIPTIVE ACCOUNT OF BOMBAY AND THE PRINCIPAL OBJECTS OF INTEREST IN AND ABOUT THE CITY.

OFFICIAL DIRECTORY.

MERCANTILE DIRECTORY.

PROFESSIONAL AND TRADES' DIRECTORY.

STREET DIRECTORY.

ALPHABETICAL INDEX TO NAMES.

Rates for Advertisements can be learnt on application at the "Gazette" Office.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

BAKER—HENDERSON.—At St. Andrew's Church, on the 11 h inst., by the Rev. D. Macpherson, Thomas Harry Baker, H. M. I. Marine, to Kathleen Rosaline, second daughter of the late William Henderson, of Bombay. No cards.

OTHER PRESIDENCIES.

BIRTHS.

FANSHAWE—October 4th, at Nagpur, C. P., the wife of Arthur Fanshawe, C S, of a daughter.

HARVEY—October 9th, at Nagode, the wife of Surgeon G. A. Harvey, 11th Regiment M. N. I., of a son.

SUTHERLAND—October 8th, at Allahabad, the wife of William Alexander Sutherland, Head Assistant to Chief Superintendent, Travelling Post Office of India, of a son.

WILSON—October 8th, at Burriah Ghat, Mirzapore, the wife of A. Wilson, of a daughter.

DEATHS.

ASHTON—October 9th, at Allahabad, Ellen Maud, the infant daughter of Surgeon-Major Ashton, aged 3 days.

BICKERS—October 7th, at Agra, of apoplexy, Mr. John Bickers, Magistrate and J. P., aged 54 years, 5 months and 17 days.

DISNEY—October 7th, at Kasauli, Brabazon Robert William, the infant son of Captain T. R. Disney, Royal Artillery.

NESFIELD—October 8th, at Lucknow, Henry Collinson, infant son of John C. Nesfield, Esq., aged 7 months 11 days.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

WEDNESDAY, OCTOBER 13, 1875.

THE *Friend of India* seems to think it cannot afford to be candid. Quoting the substance of a recent article of ours, in which we explained the economical effect of the Home Charges in depreciating the exchangeable value of the rupee, the *Friend* says :—"A very few years "ago, all this was denied by our contemporary "in the most positive manner." This statement is incorrect. What we have always denied is that the Home Charges are really a tribute paid by India to England, though for convenience sake we may ourselves sometimes, when the *character* of the Home Charges is not under consideration, use the term to which we object. On this side of India Mr. Knight used to do much mischief by systematically writing about these Charges in a spirit which led the natives to believe that millions of revenue wrung from Indian taxpayers were annually sent to England as an acknowledgment of the dependent state of this country. Tribute, properly speaking, means the payment by a conquered country of a sum of money fixed by the arbitrary will of the conquerors; and in this sense India does not pay, and never has paid, any tribute to England at all. Indeed, the Indophilists have of late years been clamorous for the release of India even from those Imperial obligations to bear the cost of Eastern wars on the observance of which English statesmen rightly insist. The existing financial relations of the two countries are, we have always contended, at least as favourable to India as to England. The transaction represented by the Home Charges is simply the exchange of so much Indian produce for so much English energy and labour. India merely pays for service rendered, and in our opinion she gets on the whole excellent value for her money. Her "tribute" is not a badge of inferiority, it is simply a striking testimony to the activity of the foreign agencies at work in maintaining the peace and prosperity of India.

We of course assert this generally. Many jobs and blunders are committed by even the most virtuous of administrations, but the theory is that India shall only be charged for work done on her behalf; and history will, we believe, pronounce the verdict that this theory has in recent times been acted up to by the English with tolerable fairness. Now, the part we have always taken in the controversy on this subject has been, not of course to deny the reality of the Home Charges or of their effect on exchange, but to bring out in strong relief the counterbalancing advantages obtained by India. We can lay claim to having thrown a flood of light on the question by being the first to point out the fallacy of the hasty assumption made by many writers, that the small nominal amount of India's imports as compared with her exports was due solely to the political subjection of this country to England. We showed years ago that a very large proportion of the balance of trade against India must be ascribed to her commercial inferiority, and to the indefatigable enterprise of English merchants, planters, bankers, brokers, shipbuilders, and others, competing with the natives of the country for the profits of India's trade and industry. Under an independent Government either foreigners would enjoy the same privileges of free competition, or trade and industry would languish. It is of course better for the country that this commercial freedom should exist; and the wonderful development of India's resources and foreign commerce which she owes to English adventurers, combined with the evident accumulation of wealth in the great cities and the distinct rise in the standard of living among all classes of the people, proves that the country has not been impoverished. Then, again, as regards the official Home Charges, we have contended that, although the worth of the importation of English skilled labour, in the persons of soldiers and civil servants of the State, is not entered in the Custom House returns, and cannot be expressed in figures, it is nevertheless an extremely valuable acquisition to a country which has not the strength to rule itself. Besides, the English Government can plead, as a clear set-off in money against the thirteen millions to which the Home Charges amount, that it secures to this country by means of its squadron in the China seas, a good six millions a year of revenue from Opium. This line of argument is, we trust, perfectly intelligible, and it seems to us to make out an unanswerable case in favour of the fairness of England's general treatment of India.

The bad effect of the depreciation in the exchangeable value of the rupee is chiefly felt by Europeans in India, who are the principal consumers of foreign goods, and who also in most cases have to make regular family remittances to England; and, although the present policy of the Government seems to be to disregard the interests of Europeans altogether, and to care only for the natives, we do not think that a financial system likely to benefit the whole country ought to be scouted merely because it may at the same time help Europeans a little by raising the value of the rupee to perhaps 1s. 11d. The financial system we refer to is that of constructing Indian Railways with capital borrowed in England. We have always steadfastly advocated the true economical doctrine that the Indian Government should be compelled to make good a deficiency of revenue for ordinary expenditure by means either of a reduction in expenditure or of increased taxation. Any country which disregards this cardinal maxim of honest finance, and which goes on recklessly borrowing from year to year to maintain an extravagant style of administration, can only end as Turkey has done in bankruptcy and repudiation. No censure, therefore, could be too severe to pass on financiers who deliberately recommend that India should evade the financial difficulties of her position by frequently raising new loans in London. But, on the other hand, the construction of Imperial Railways surely cannot be reckoned as one of the works that ought to be paid for out of current revenue. There can be no worse economy than to make such lines bit by bit, as the money happens to come in, instead of pushing them on energetically and on a grand scale. What possible saving in interest on a loan could remunerate Western and North-Western India for the deplorable consequences of the almost criminal delay which has occurred in the completion of the direct Railway from Bombay to Agra and Delhi? When one thinks what the delay of years in opening such a great highway of communication means in the way of obstructions to trade and progress, and in loss and suffering not only to the mercantile community but to the whole population of vast provinces, one cannot but be amazed at the self-complacency of the gentlemen who claim credit in their Public Works Forecast for injuring the country by stopping the flow of English capital into India and constructing their toy narrow-gauge lines out of the savings of each year, at a rate of progress which seems pitiful to engineers accustomed to construct broad gauge lines for the Guaranteed Rail

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE

THE POSTMASTER-GENERALSHIP OF BOMBAY.

[FROM OUR OWN CORRESPONDENT.]

SIMLA, 12TH OCT.

The Postmaster-General of Bombay is about to take twenty months' leave.

Mr. H. E. M. James, C. S., Under-Secretary to the Bombay Government in the Revenue Department, will officiate for him.

[REUTER'S TELEGRAMS.]

DEPARTURE OF H. R. H. THE PRINCE OF WALES.

LONDON, 11TH OCT., MIDNIGHT.

H. R. H. the Prince of Wales started at eight o'clock this evening for Paris, and is accompanied as far as Calais by their Royal Highnesses the Princess of Wales, the Duke of Edinburgh, and the Duke of Connaught.

THE PASSAGE OF THE SERAPIS.

LONDON, 12TH OCT.

The Serapis has made a slow passage to Malta, and a special Fleet Engineer has therefore gone to Brindisi to meet her and endeavour to increase her speed.

NEWS FROM THE CAPE.

The Cape Ministry have summoned an extraordinary session of Parliament to consider the proposal made by Lord Carnarvon that a Conference be held for the consideration of a scheme for the confederation of the South African States.

MOVEMENT OF TROOPSHIP.

The Indian Transport Malabar has sailed from Portsmouth for Bombay.

FRANCE.

PARIS, 12TH OCT.

The French Government have ordered the formation of the Territorial Army to the number of 1,200,000 men.

THE MAILS.

LONDON, 11TH OCT., AFT.

The heavy Bombay Mails of the 10th ultimo arrived at Southampton on the 9th instant.

LONDON, 11TH OCT., AFT.

The Liverpool Cotton Market closed steady. Surats steady.

The London Cotton Market has been steady.

Fair Dhollera..... 4¾

8 per cent. Consols for Account 93⅞

6 per cent. French Rente, 1872..... 105

Bar Silver 56d

The Market rate of Discount is the same as the Bank rate.

The sum of £77,000 has been withdrawn from the Bank of England, destination unknown.

Arrival—Mirzapore.

WEATHER REPORT.

CANNANORE, 12th October, 4 P.M.—Weather clear. Wind N. W. Ther 86.

CANNARA, 12th October, 5 P.M.—Weather overcast. Wind N. Ther. 82. Bar. 29·93.

MANGALORE, 12th October, 5 P.M.—Weather overcast. Wind W. Ther. max. 82, min. 76. W. B. 80. Bar. 29 77.

TUTICORIN, 12th October, 5 P.M.—Weather cloudy. Wind E. Ther. 84. Bar. 29 85.

VIZAGAPATAM, 12th October, 5 P.M.—Weather cloudy. Wind variable. Ther. 87.

THE PRINCE'S VISIT.

THE Fireworks Sub-Committee have formally applied to the Finance Committee of the Reception Fund for an increase of their grant from Rs. 5,000 to Rs. 10,000. If this and the additional grants asked for by other Sub-Committees be sanctioned, the total amount of expenditure sanctioned will be Rs. 91,000. The subscriptions already promised exceed Rs. 48 000, and money is now coming in pretty freely, so that probably more than the half lac originally counted upon will be collected. Assuming, however, that, with the half lac from the Municipality, the Committee have only Rs. 98,000 in all to dispose of, the sanctioning of the additional grants will still leave a safe margin of Rs. 7,000 for contingencies, after providing for every sort of expenditure that can be thought of.

IT is believed that, if the school children's feast is fixed for Wednesday evening, the 10th of November, about 5 o'clock, the Prince may be able to be present, as His Royal Highness will probably hold a Levee in the new Secretariat on the Wednesday afternoon. The suggestion has been made that the exhibition of Fireworks should take place on the reclaimed ground in Back Bay immediately after the feast is over, so that the thousands of children may have the pleasure of seeing the sight; and, as the moon will not be much in the way about 7 P.M., this arrangement is likely to be carried out.

There is no truth, we hear, in the rumour that Mr. Souter is to accompany the Prince on his tour through India.

A CASE of supposed cholera on board prevented the Bombay Marine s.s. Kwangtung hauling into Government Dock yesterday.

THE retirement from the service of Colonels Edmund Ross and James Clarkson, of the Indian Army, is said to have been gazetted.

THE death is announced at Simla on Saturday of Captain Pengree, of the Invalid Establishment. He had resided there full forty years.

THE Madras Railway Company intend issuing first, second and third class "return tickets" to Bombay and Byculla, on the occasion of the Prince of Wales' visit.

THE diversion over the Saburmuttee river having been completed, traffic throughout the entire length of the B. B. and C. I. Railway has been resumed. The bridge that was washed away has now to be re-constructed.

THE cotton shipped from ports in Sind, in the Bombay Presidency, to foreign or external ports, during the month of September 1875, amounted to 676 pressed bales, equal to 2,64,992 lbs., or 414 candies and 32 lbs., and of the value of Rs. 62,085.

WE learn from a correspondent in Kattywar that the Chief of Pallitana has been requested by Captain Hunter, under instructions from the Political Agent, to remove the police guards that were placed on the Satroonja Hills, in connection with the present dispute about the temples belonging to the Shrawak community there; and that the Thakore has complied with the requisition.

IN connection with the mining of coal and the mining and smelting of iron in the Chanda District, and the importance of stimulating this particular industry in the Central Provinces, the Chief Commissioner has been requested, we read, with the view of carrying out the orders of the Secretary of State in the matter, to suggest, for the consideration of Government, the terms for which leases for working the mines should, in his opinion, be offered to the public.

OUR Allahabad contemporary notices approvingly that the Bombay papers publish in juxta-position the sum of Rs 34,000 actually paid on account of the Prince of Wales' Reception Fund, and Rs. 25,000 paid for the Ahmedabad Relief Fund. We may add to these totals the sum of Rs. 5½,000 paid on behalf of the European General Hospital Endowment Fund, and then, without arrogance, point to the public-spirited benevolence of Bombay which thus stands nobly prominent before the world.

FROM the following paragraph it would appear that our contemporary the *Pioneer* has begun to keep a literary menagerie. When the warriors sprang from Cadmus' teeth, the panther, and the hyæna brood, all begin fighting together, the confusion must be something dreadful. Is there no society for the prevention of cruelty to animals at Allahabad?—"Before the misunderstanding about the Nizam's attendance upon the Prince of Wales is quite forgotten, it is perhaps worth while to remind our readers that Sir Salar Jung is at Hyderabad much in the position of a man who has his hand on a panther's throat and dare not let go. About four years ago Sir Salar Jung had to leave Hyderabad for a while, and at once, like the warriors from Cadmus' teeth, sprang up behind him the Arab and Rohilla villains that infest the Nizam's capital. With these hyæna broods an ever impending lash is absolutely necessary, or even then they snarl. But if the arm is lowered they spring."

THE total number of deaths registered in the Punjab in the week ending 11th September was 8,253, the number in the previous week being 8,333. Five hundred and sixty deaths were registered under the head of cholera, against 571 in the previous week. Forty-one villages have been infected in the week. Up to date the total number of villages infected is 466. The cholera deaths shown by districts were as follows;—Amritsar, 171; Gurdaspur, 137; Kangra, 65; Gurgaon, 59; Lahore, 39; Umballa, 20; Delhi 18; Karnal, 16; Jullundur, 13; Ludhiana, Hoshiarpur, 6; Hissar, 1; Sirsa, 1; Sialkot, 1; Gujrat, 1; Dera Ismail Khan 1. Seventy-seven deaths were registered under the head of small-pox, against 115 in the previous week. The disease seems steadily declining, except in the districts of Jhang, Gurgaon, Sirsa, Karnal, and Umballa. The death-rate of many of the large towns is terribly high; that of Palwal was 347; Kartarpur, 195; Shahabad, 182; Panipat, 127; Batala, 120; Amritsar, 116; and Rewari 111 per mille. There were 541 male and 495 female births registered.

THE writer of "The Week" in the *Englishman's Saturday Evening Journal* says:—"The Doorga Pooja, if it affords her nothing else worthy of comment, generally brings Calcutta new faces and strange hats enough to furnish material for volumes. This year, however, while the exodus has been more general than usual, there is a marked absence of such compensations. The approaching visit of the Prince has, in fact, already created a revolution in the order of things. To be in Calcutta during his Royal Highness's visit, being the grand object of Ditchers and Mofussilites alike, the former, who take their holiday out of town, are all taking it now, while the latter, who take it in town, are reserving it till Christmas, when they will be able to kill two birds with one stone. Thus it happens that Calcutta is particularly empty, emptier, indeed, than I remember ever to have seen it. On the course, in the evening, the Europeans form a small minority of the diminished throng, while the promenaders in the Eden Gardens might be counted without the exercise of much more mental arithmetic than naturalists concede to Australian savages and crows."

As we quoted the other day a comical argument from the *Pioneer* in favour of protecting cotton goods manufactured in India, it is only fair to our contemporary that we should now quote from his issue of the 11th inst. an editorial paragraph in which the notion that the cotton industry ought to be protected is scouted as ridiculous:—"The cotton industry has had a fair start. Not only has attention been directed to it, capital also has been attracted, experience has been gained, the capability of Indian skilled labour tested, and the probability of earning handsome dividends indubitably shown. It is not for the interests of the revenue, it is not for the interests of the people, nor is it for the interests of the cotton industry itself, that it should be protected farther. It was admitted at the Bombay meeting that some of the machinery of the local mills had not been renewed for twenty years. The truth is that, under a system of protection, manufactories never know what they are capable of. In America they are contented, or by circumstances are compelled, to use up the cast-off machinery of England." The *Pioneer* may henceforth, therefore, be counted upon as an advocate for the repeal of the 5 per cent. import duties on English cotton goods."

THE following paragraph is from the *Pioneer*:—"We learn that orders will be at once issued for the location of the Western Rajpootana Railway for a distance of 150 miles upwards from Ahmedabad towards Erinpoora, and that the work of construction itself will be commenced without further delay. There is just a doubt still hanging over the course to be followed by the remaining portion of the line required to complete communication with Ajmere. A letter, which recently appeared in this paper, recalled attention to the advantages of an alternative route across the eastern slopes of the Aravalli range, to serve the traffic of some of the most fertile tracts in the State of Oodeypore. Warned by the mistakes committed in fixing the directions of some of the original lines of Indian railways, which, in spite of repeated preliminary inquiries, eventual experience has shown to be the wrong ones, Government have decided that the practicability of certain passes in the above hills shall be absolutely determined. We have heard, however, that Mr. Molesworth, the Consulting Engineer to Government,—no mean judge,—has already ridden through the country, and concludes it to be hopeless in the face of the severe gradients which abound; for although a rise of 1,000 feet or so in two or three miles may, of course, be surmounted, the cost would be prohibitive. A few weeks at any rate will set the point at rest; meantime it is certain that the completion of the entire line will not be appreciably delayed."

A CORRESPONDENT writes to us from Allahabad as follows:—In illustration of the impossibility of editors of newspapers discovering the falsity of statements in letters written for publication by their correspondents, I have to mention the occurrence of a laughable incident, which has caused a deal of amusement to the Allahabad community, who witnessed on the 28th ultimo the representation, on the stage of the railway refreshment room, by Lewis' Dramatic Company, of the drama of "New Magdelene," in which the character of Grace Roseberry was, as stated in the programme of the evening, to be acted by Madame Baron de Sers. In the *Indian Daily News*, of the 2nd instant, a writer signing himself "Blue Bottle," stated in a communication from Allahabad, that Madame Baron de Sers was in reality—*mirabile dictu*—a bar-maid, brought out by Mr. Lewis to grace the troupe by her presence, and, moreover, as if in confirmation of this astounding fact, was confident in his assertion that the *soi disant* Baroness told him so when in company together in the mail train from Allahabad to Calcutta! This revelation of the identity of such a talented actress as the Baroness de Sers very naturally shocked the credulity of play-goers in Calcutta, and it required the united efforts of the whole of Lewis' troupe to convince the Ditchers—by exposure of the mistake of "Blue Bottle"—that the Allahabad people actually saw Madame de Sers act the part of Grace Roseberry.

THE *Madras Mail* reports that an influential body of official and non-official residents in the City of Madras met last Saturday morning at the Hon'ble H. S. Cunninghame's house, and formed themselves into the nucleus of the Madras Sanitary Association, with a view to pressing upon the Government the urgent necessity of dealing in a comprehensive and thorough way with the many insanitary evils in Madras. It was resolved to draw up a memorial expressive of the views of the Association, and to invite the support of all persons, European and native, who are interested in the improvement of the town. The meeting entertained the opinion that the Government, being themselves presumably solicitous to obey the behests of the Secretary of State in the matter of the drainage of Madras, will not view the movement with disapproval. The Association aspires to educate its members and the general public in local and kindred sanitary matters, to give an opportunity for the expression of individual dissatisfaction with the existings, state of things, and to spare no effort to remove from the capital of Southern India the scandal of being one of the most unhealthy and unprogressive of Indian cities. There is, we understand, no desire to act in a hostile way toward the Municipality; but the fact that the formation of the Association is held to be necessary is obviously nothing less than a protest against Municipal apathy on some vital questions. It is to be hoped that a large number of people will join the Association. The subscription for membership has been placed at Rs. 5, and Mr. Frederick Rowlandson, who has accepted the Honorary Secretaryship, will receive the names of those who wish to be identified with this laudable movement.

A CORRESPONDENT of the *Pioneer* at Lucknow writes as follows on the 10th instant:—"The Viceroy has, with great delicacy of feeling and with much good taste, selected two native gentlemen in Oudh for his recent attentions. He has invited Nawab Sir Mohsin-oo-dowlah, K. C. S. I., to the approaching 'Chapter' of the Star of India (a compliment paid to only a few K. C. S. I.'s.) And he has given the Maharaja of Durrumpore a seat in the Legislative Council of the empire. He has thus conciliated the heads of the aristocracy and the plutocracy, and his advisers had the good sense to publish the respective notifications almost simultaneously. If the secret of true diplomacy be to please all classes of subjects by humouring the natural weaknesses of their representatives, Oudh ought to be tolerably content. The large landed interests, or, to put it coarsely, money has its representative in the Maharaja of Bulrampore, and blood in Sir Mohsin-oo-dowlah, who is the grandson of Ghazeecoodeen Hyder, once a king of Oudh. *Apropos* of this king, Ghazeecoden Hyder, I may mention that the property left by one of his queens, Mumtaz Mehal, just deceased, is said to have been worth an almost fabulous sum, and is taken under the special guardianship of the State. The old lady died at the very advanced age of eighty, and as she was the daughter of a money-lending bunniah, her hereditary habits of thrift enabled her to lay by, during the reigns of her husband and his four successors, a hoard of jewels and gold-mohurs that has been watched by more than one eager claimant. The courts being closed the question of heirship or even of curatorship cannot be decided for the present: meanwhile the Crown is advised to take care of its interests in the event of the property being escheated for want of heirs. The Begums of Oudh have been State property since the days of Warren Hastings."

MR. GLADSTONE in the preface to the collected issue of his recent tracts, illustrates his statements about the Romish Church on the subject of marriage by a case in point:—"More than thirty years ago X. a male British subject, was married to Y., in a foreign country, but under the provisions of an Act of Parliament, by the chaplain of the British Legation, in the house and in the presence of the British Minister. Both professed the religion of the English Church. They lived together for more than a quarter of a century; and a family, the issue of the marriage, grew up to maturity. In the later year of this union, the husband formed an adulterous connection with a foreign woman. After a period of much patience on the part of the wife, a separation took place. In a short time he joined the Church of Rome; and, about four years ago, under the authority of certain Roman ecclesiastics, and in an English Roman Catholic Chapel, he went through the form of marriage with his partner in guilt. He was subsequently informed by a higher functionary, that he must obtain a judgment from Rome. He made application accordingly, and the judgment given was, that the original marriage was null, and that the second so-called marriage, so far as appeared, was valid. In the meantime, the injured wife had applied to a Court for the judical establishment of her position. She was duly declared to be the lawful wife, and the bigamous husband admitted that she was such according to British law. Within the jurisdiction of that law, he had taken his paramour to his paternal estate in —shire, and had designated and caused her to be addressed there, as his lawful wife, to the great scandal of the neighbours, who were well acquainted with the true wife. He likewise entered his spurious offspring, born since the pretended marriage, as legitimate; and a witness of position and character on the spot asserts that the woman received visits, and the most marked and open countenance, at the husband's seat, from Roman Catholic priests and Sisters of Charity. If there be those who doubt the allegations I have made, I have only to state that Cardinal Manning is sufficiently cognisant of the case, and will best know whether he can contradict them. Other Roman prelates are, I believe, in the same condition; but I do not wish unnecessarily to localise or identify the narrative."

THE *Ceylon Times* describes the working of a system in Ceylon which is called "the choker" system. To such an extent has this system been carried that Mr. Wilson, a member of the Legislative Council of Ceylon, brought the matter before the Council at a recent sitting. The following extract from the *Ceylon Times* will give a fair idea of how the "choker" system is worked. Possibly something of the kind may be carried on in India. Our contemporary says:—"The 'choker' system, Mr. Wilson in the Legislative Council on Wednesday referred to in a bold and truthful style. He had, he said, been for very many years in the Island now—39 years—and he had constantly been in connection with the Public Works Department and other of the Government Departments. The letter under consideration, (an excuse for not providing additional outlets for flood water) was what was, in and out of the Department, termed a 'choker.' This was not the first he had seen or heard of it, it had unfortunately been used to a very great extent within his experience. A 'choker' was a sort of official garrotter of improvements. When a thing that was called for wasn't to be done, wasn't wanted to be done, the 'choker' was called into play, and that did for it. He had known indifferent Governors, and lazy officials, and obstructive Departments, by means of this murderous means shelve a question most easily and most completely. The 'choker' system was to prepare and send in, in answer to the calls made for estimates, such reports—he could not call them estimates—asgreatly exaggerated the probable cost. The Government and the Council it might be would consider what he was saying to be rather strongly put; but he was dealing with facts that could not be controverted. He would give only two instances, he could give dozens did he want to substantiate his words to the full to the satisfied mind, but he would only mention two cases to illustrate his remarks. These instances were most corroborative of Mr. Wilson's words. We have in one case an official report that gravel was not to be found in the district save at such a distance from the proposed work as rendered its contribution practically impossible, while all the time gravel was within half a mile of the place; in the other case we have an official report that a certain work could not be done for less than £450, while Mr. Wilson offered to do it for £50, and it was ultimately carried out for £48 by the Department. Such tactics are far from bringing credit on the Department that uses them, or the Government which encourages or allows them.

BOMBAY.

SUICIDE.—An inquest was held on the 12th inst. on the body of a woman named Hansbai, aged 85, when the jury returned a verdict that the deceased had committed suicide by taking a poisonous dose of opium.

ACCIDENTAL DEATH.—An inquest was held yesterday on the body of a Portuguese woman, named Maria Gonsalves, when the jury returned a verdict that the deceased had been accidentally drowned in a quarry hole at Matoonga.

STEALING COCOANUTS.—Deen Mahomed was convicted at the Fort Police Court, before Mr. Nana Morojee, of having stolen seven seers of cocoanuts belonging to Rama Luximon, and was sent to jail for six months, he being an old offender.

ASSAULT.—Maloo Mahadeo was convicted yesterday before Mr. W. Webb, at the Fort Police Court, of having assaulted a man named Ruggoonundun Gowrie, and was fined in the mitigated penalty of Rs. 2, the assault not being of a serious nature.

A LECTURE TO PARSEES.—Dr. Blaney will deliver a lecture to Parsees at 5-30 P.M. to-day, at the Framjee Cowasjee Institute. The subject of the lecture is, "How to provide respectable and profitable employment in Bombay for the sons of the middle classes." Mr. Dinshaw Maneckjee Petit will take the chair.

A PICK-POCKET.—At the Fort Police Court on Monday last a man named Meerbhoy Bhoglie was charged, at the instance of Rama Bhama, with having stolen from his pocket the sum of Rs 5 and some odd annas. The prisoner pleaded guilty, and being an old offender, was sent to jail for six months, by Mr. Nana Morojee, before whom the case was heard.

STEALING A COPPER DISH.—Shaik Casum Alli was brought up at the Fort Police Court yesterday, and charged before Mr. W. Webb, the acting Senior Magistrate of Police, with having stolen a copper dish belonging to Bappoo Cumroo. Some evidence having been heard, his Worship found the prisoner guilty, and sentenced him to one month's hard labour in the Common Jail.

WILFUL DISOBEDIENCE.—A seaman, named William Burne, was yesterday brought up in charge of Constable Ingram, before the acting Senior Magistrate of Police, at the Fort Police Court, and charged, at the instance of Captain Rhodes, of the s. s. Bellona, with having wilfully disobeyed the lawful commands of his superior officers. The prisoner was found guilty and was thereupon sentenced to fourteen days' imprisonment, and to forfeit two days' pay.

DRUNKENNESS.—James Roberts, a European who was described as a vagrant, was charged before Mr. W. Webb yesterday morning, at the Fort Police Court with having been drunk and incapable on the previous day, and having pleaded guilty, was fined eight annas.—Before the same Magistrate Jummoo Pattoo, who was described as an old offender, pleaded guilty to the same charge and was fined Rs 5, with the option of seven days' hard labour in the Common Jail.

CRUELTY TO ANIMALS.—Rama Coosa a bullock driver, was yesterday convicted before Mr. W. Webb, of having ill used his animals, and was fined Rs. 10. The charge was preferred by the police.—An oil-presser, named Moosa Saduk, who carries on business in the native town, was brought up before Mr. Nana Morojee, at the Fort Police Court on Monday last, and charged with having cruelly flogged his bullocks by using them while in an unfit state. The prisoner on being asked to plead, admitted the charge and was fined Rs. 5 by his Worship.

THE LEPER IN OUR STREETS.—A correspondent writes as follows:—Our thoroughfares are often beset with lepers asking alms, and they are perpetually appealing for help. The other day I happened to be at the Crawford Market when one of these wretches could be seen at the skirts of an English lady following her at every shop without fear of the sepoy on watch. The lady without further ado, acquainted me as to the trouble the beggar had caused, although she had let fall from her hand two pice. Of course he saw his benefactor stand by the side of a cabb and consequently had to retrace his steps. Trouble of this caused by these poor wretches whom you can see by dozens in our markets of Bombay. Something should be done to relieve these poor people who are suffering from the frightful disease, and it is a great pity not to see a Leper House in our city of Bombay. If Government do not build one, who will?

CRICKET.—The match arranged for last Saturday was Bankers and Merchants *versus* the World, but the latter not appearing in sufficient numbers, a "pick up" was substituted, the respective heads being Mr. Wyer and Mr. O'Neil. The latter lost the toss and his party were kept in the field some 2 hours, when they succeeded in disposing of the opposition for 170 runs, of which Mr. Wyer made 59, Mr. Gill 38, and Mr. Barton a lofty 29. Owing to the excellent bowling of Messrs. Hamilton and Gell, Mr. Oliver's side, although among them was Mr. Spens, were unable to make any stand and the innings closed for 40 runs, Mr. Oliver being credited with 18 of these obtained by neat cricket. The Band had gone to El-phanta, we were told, and was really missed. Its absence, too, partly caused the collapse of Mr. Oliver's team, as after their hot afternoon's fielding each panted up by the hope that *his* innings would be to the accompaniment of the trumpet and drum, the disappointment, when no band came, must have been as bitter as the result was disastrous.

ARRANGEMENTS FOR THE COMFORT AND CONVENIENCE OF PASSENGERS ON RAILWAYS.

RESOLUTION BY THE GOVERNMENT OF INDIA, PUBLIC WORKS EPARTMENT.

AT various times suggestions have been made for giving greater conveniences to passengers by railway, and the Government of India readily acknowledge how much has been done in this way since railroads were first established in India, both spontaneously by Railway Companies, and in answer to suggestions from without. It is not, therefore, in a disappointed sense that attention is again invited to this subject, but simply in the belief that there are still points which require attention. And the opinions of many officers of Government, who are in good positions for ascertaining the feeling of the natives, corroborate this view.

2. Apart from the interest which the Supreme Government have in the general welfare of the community and in the development of trade by increased facilities of intercourse and communication, they have also, as the guarantors of a high rate of dividend to the shareholders, by far the largest interest in the financial success of railways. And until lines earn more often than they now do the interest guaranteed, the Government will practically have to bear on those lines which do not pay 5 per cent. any increased expenditure which the provision of additional conveniences may cause.

3. It is obvious, therefore, that Government have a very strong reason for proposing nothing which is likely to be permanently disadvantageous to the profits of the railways. Measures, which at the outset cost money and seem unpromising, are often in the long run successful. In the same way many measures calculated to simplify the transport of goods, or make railway travelling more easy, is likely to make railways more largely used. Reduced rates and fares which, of course, have the same effect, might at first result in loss, but, if judiciously made, would probably increase receipts while at the same time they would lead to extended intercourse among the inhabitants of, and interchange of goods between, districts remote from one another. As regards passenger receipts, they are derived chiefly from passengers in the lower classes. In 1873 the receipts were as follows.—

	Rs.
From 1st Class	10,88,93
" 2nd	12,47,086
" 3rd and 4th classes	1,57,31,158

which include intermediate, third, and cooly or lowest class, sometimes called 4th.

4. The receipts from the first two classes were, therefore, but a small, and those of the lower classes, a very large, proportion of the whole. Moreover, while travellers by the lower classes contribute far more in the aggregate than the higher, they are, at present, less able to take care of themselves, and their wants are sometimes not understood. It is to the treatment of the native passengers, therefore, that the Government of India desire more especially to draw attention.

5. Their comforts and perhaps their strong prejudices are sometimes too little attended to. The Government of India do not, in saying this, desire to endorse complaints which are too often exaggerated and inaccurate, and not unfrequently unreasonable. Nor do they wish to be understood to sanction in the slightest the view that distinction of caste should confer any privileges in travelling, but simply that there are some reasonable improvements which might well be made.

6. For instance, on the Oudh and Rohilkhund Railway, female ticket-collectors have been introduced to the satisfaction of the native community. It is not known how far this plan has been tried elsewhere, but it is clear that an arrangement which has satisfactorily stood the test of experiment on one line might be tried on others.

7. Other points to which attention seems needed are indicated below; some suggestions have been made on previous occasions, and some have, more or less, been adopted on the chief railways.

8. *Overcrowding of carriages.*—Though complaints on this score still appear in the Native Press, it is believed that they are rarely well founded. The best remedy in this, as in all such matters, is to let passengers know what they are entitled to, and thus encourage them to protect themselves; and this can be managed, in respect of overcrowding, by distinctly indicating by notices in the English and Vernacular, in and outside compartments, the number of people there are to hold. With this precaution on every line of railway, and careful instruction to the Companies' servants, cases of overcrowding should altogether disappear. Eventually, perhaps, science may succeed in cooling carriages in the hotter seasons, but for the present the solution of the question is that native passengers would appear to lie in an increased quantity of space, sufficient protection from the sun, and ample ventilation; and, in this respect, much as the accommodation has been improved on some lines, upon others it falls short of what in the opinion of the Government of India ought to be given. The rule that, in the hot weather, the number of passengers per bench or compartment shall be reduced is a great step in the right direction. Such a rule has been enforced on some lines, but the Government of India would desire to see it in force on all.

9. *Ill-treatment.*—Cases of ill-treatment are happily now rarely heard of, and the improvement which has taken place in this matter is a source of gratification to the Government of India. But the Railway Companies must not cease to press upon their officers of all ranks the necessity for gentle and patient treatment of the native passengers from whom so large a portion of their earnings are derived.

10. *Uniforms for Railway servants.*—There are rules of some sort on this subject on all railways, but they appear often to be either insufficient or disregarded. Nevertheless, a uniform or some distinctive badge by railway officials is not in India unimportant; for it is manifestly desirable that passengers, and those interested in the conveyance of goods, should be able to readily distinguish all railway servants, and thus know at once to whom they can look for information. It should the uniforms or badges be confined to the lower officials, for if this is done, the object of the arrangement to some extent fails. It seems therefore to the Government of India that station masters should especially be easily recognisable by some ornament, badge or peculiarity of dress.

11. *Extra trains during fairs and festivals.*—Complaints have been made that sufficient arrangements are not made for meeting the extra traffic at the seasons of fairs and festivals. Neglect of this important trait is often a source a direct loss to the Companies, and it is not supposed that this is ever wilfully done. But the Government of India think that at such times, if at no others, special facilities ought to be given for the sale of tickets, either within or without the railway premises, and multiplication of ticket offices, might also be often introduced at large stations with advantage. Ticket offices might also be open for a longer time before the departure of trains. These and similar measures would obviate many of the discomforts which a bewildered crowd of natives have often to bear.

12. *Admission to waiting sheds.*—It is understood to be the rule on some lines, that admission to waiting sheds is not allowed until within a short time of a train starting. But such a rule must often lead to hardship, as the majority of native travellers are ignorant, have little idea of the English hours of the day, and reach stations many hours before the train by which they can travel is due. If deprived of shelter they would often, therefore, have to endure long, and perhaps severe, exposure to sun or rain.

13. *Vernacular Time and Fare Tables.*—Such tables are now, as a rule, posted at all Railway stations, and the rule should be made absolute in the case of all stations. Similar tables giving the mileage and fare from the chief terminal station to every station on the railway might, it would seem without much difficulty, be fixed in the interior of all 3rd and 4th class carriages. And if, in addition to this, a system of even money in fares were to be adopted it would be a great convenience.

14. *Halts.*—For obvious reasons, there must be halts of longer or shorter duration at certain stations. The complaint has, however, not been uncommon, that passengers of the lower classes cannot leave their carriages until some time after the arrival of the train, and that the object of the halt is thus frustrated. Nor do passengers always know when the halt is about to end, or when they have reached the stations where there are halts. Any information on this head, printed in the vernacular, and exhibited in the lower class carriages, would be of great convenience to the passengers, and the doors of carriages should be unlocked immediately on arrival at stations.

15. *Checking tickets.*—A similar difficulty often arises from the time occupied in checking the tickets of the lower classes of passengers at changing stations; and when, as in India, no means have been adopted for checking tickets when train is in motion, the promptest measures should clearly be taken for doing this as soon as it stops.

16 *Control and direction of crowds of native passengers.*—It is even still not an uncommon thing to see on a platform a crowd of native passengers knowing neither which way to go nor what to do to find their train. And they are often equally ignorant as regards the locality of conveniences at stations. The Government of India are quite aware how difficult it is for Railway Companies to control and direct such crowds, but the subject is one to which attention may usefully be invited.

17. *Refreshments at Stations.*—The most essential refreshment in India is certainly water, and companies have done much in providing this at stations. At the principal stations they have also made arrangements for the sale of food to travellers by contractors, but the system, as at present adopted, of exacting a payment for this privilege of selling sweetmeats and fruit on the platforms is not attended with disadvantage requires consideration. Complaints are still heard in respect of this matter, and if control could otherwise be exercised without any exaction of money such an arrangement would probably be an improvement. It should also be considered whether suitable refreshment rooms cannot be provided for native passengers, for whom simple food is as much needed as for Europeans. It is not sufficient to say that for that class of native travellers the regular 1st and 2nd class refreshment rooms are available.

18. *Latrines and Urinaries at Stations.*—The necessity of providing them has been so fully recognized that there can be few places which are not now properly supplied.

19 *Cleanliness and Lighting.*—The want of cleanliness in stations is frequently a matter of report, though less so than formerly; but there is still room for improvement. Deficient lighting, especially of latrines and urinaries is common even on much frequented lines of railway the replacement of broken glasses being often neglected, with the result that though there may be saving in glasses there is extravagance in oil and imperfect lighting. Both are matters which should not be overlooked.

20. *Planting trees.*—One of the greatest recent improvements has been the planting of trees in the neighbourhood of stations. Had the advantage of this been perceived in the first instance, native passengers would in many instances have now had shade to sit in where they have none. The Government of India commend this subject to all railways. A vast improvement has also been made in the pleasant look creepers and shrubs at stations at the expense of companies. Nor do the Government of India regard this beautification of stations, as of importance chiefly to travellers. It must be a source of considerable pleasure to the companies' servants, and companies have, in the opinion of the Government of India, done wisely, in providing, at what is to them an insignificant expense, a simple means of enjoyment, and an incentive to pride in the stations under their servants' charge.

21. *Locks of carriage doors.*—Some discussion has recently taken place on this subject, and it has been asserted that locking both doors is a protection to passengers. But in this view the Government of India cannot agree. One door, at most, should at any time be locked.

22. *Through booking.*—A convenience which makes railway travelling less irksome, and it might be extended to all classes and obtain more widely than at present, with obvious advantage.

23. *Forced breaks in a journey.*—It has been for some time a question which class of train service is most appreciated by the native community. Whether, for instance, they really are alive to the advantage of rapid travelling, or whether they prefer slow travelling with long halts for the purpose of cooking their food, and so forth. On some lines the power of testing these preferences for one system or the other is absent, because native passengers are compelled to break their journeys whether they will or no, and in some cases to make halts for the whole night. The Government of India would prefer to see arrangements which admit of some choice on the part of travellers, and believe that nothing would be lost to Railway Companies if this were done.

24. *Return tickets.*—The issuing of return tickets to native passengers of the lower classes as an ordinary arrangement and on holidays is a convenience which the public would certainly appreciate. Objections have been made that this would open the door to fraud, &c., but these objections do not appear to the Government of India to be of great weight, and as a matter of fact the Railway Companies in the Bombay Presidency have tried the arrangement successfully.

25. *Reserved accommodation.*—It a matter in which greater facilities might also perhaps be given to the passengers by the lower classes.

26. *Improvement in carriages.*—The improvements in carriages have been considerable since railways were first opened in India, and this is especially noticeable on the East Indian Railway which has devoted great attention to the subject. In the first class carriages there is little to be desired, and attention has recently been given to the improvement of the second. The lower classes, known as the intermediate and 3rd class, have also been much improved by giving to each passenger greater room than formerly, and by the introduction of sliding shutters. With the system of cross seats and compartments absolutely separated, it is not an easy matter to provide, for the lower classes, conveniences in trains for the offices of nature, and with the provision already made at stations the necessity is less than it otherwise would be. Still, if by some arrangement conveniences of this sort could be moderately given, there would be advantage. The Scinde, Punjab and Delhi Railway is about to try the plan. On the Rangoon and Irrawaddy Valley Railways on which it is proposed to adopt end entrances to the carriages, refreshment and latrine carriages may with advantage be introduced.

27. *Serais.*—The provision of serais is no part of the business of a Railway Company, but the existence of serais in the neighbourhood of stations is a manifest convenience. This is a question which properly belongs to the civil administration and to private enterprise or munificence, and, probably, in no direction could wealthy members of the community more usefully spend money than in erecting serais near railways, which are now taking the place of the old lines of communication. Railway Companies have already gone far in providing waiting sheds within their premises. For further accomodation beyond this, the general community may fairly be looked to.

28. *Passengers' luggage.*—With regard to passengers of the higher classes, the point which seems to call for reform is the luggage rules. These appear to be needlessly restrictive. The circumstances of Indian travelling are so different from those of Europe that rules which would in the latter case be appropriate are in India vexatious. For instance, on the East Indian Railway, though a certain amount of free luggage is allowed, a saddle, a basket of fruit, a case of wine or stores, though within the limit of weight allowed, are prescribed, and must be paid for extra. The rule about the saddle seems singulary out of place in a country when officers on tour ride, and where an officer would often take the train or meet his horse which had been sent on. Nor do the other rules, which might be easily evaded, seem useful or necessary. The rate for luggage is higher than for any class of goods, and a passenger's ticket must be purchased in order that luggage may be carried. It would seem, therefore, so long as he carries nothing offensive or dangerous, that a passenger should be almost unrestricted as to the nature of his personal luggage. It would also probably be sound policy to allow native passengers to take a certain weight of baggage with them, no matter whether for sale or not, provided the articles are neither dangerous nor offensive.

29. *Native women.*—It is obvious that if native ladies are to travel by rail, special arrangements of some sort for their convenience must be made. The extent to which these should be carried, is the point upon which difficulty arises, but it is doubtful whether the question generally has been sufficiently considered by Railway Companies.

30. The essentials seem to be—private but not extensive waiting-rooms for that class known as *purdah nasheens*, and accommodation in carriages of a secluded sort. With regard to the means of providing the latter, the question of andfrom trains, the remedy seems to be in the hand of the ladies themselves, by adopting for this purpos the costume commonly worn in Turkey and Egypt, where seclusion is in general as much a fact as in India. It is clear that the Railway Companies cannot provide screens across platforms. All private waiting-rooms and also the carriages should be supplied with complete private accommodation; and these should be secure by which water and food could be obtained without any intrusion upon the privacy which it is desired to maintain. How far all this could be done it is not to possible to say. Whatever is to be done in connection with serais concerns the Local Governments and Administrations. The other measures should be considered by the Railway authorities, and His Excellency the Governor General in Council has every confidence that they will endeavour to provide as far as possible remedies for existing defects.

INDIAN EXTRACTS.

LEPER BURIAL.

(*Indian Medical Gazette.*)

IF we recollect aright, it is one of M. Reid's novels that a captive is buried alive by the North American Indians. The unfortunate victim, a European, is placed in a hole, only sufficiently deep to allow of his head appearing above the ground; and, with diabolical ingenuity, the Indian torturers plant stakes on either side, so as to prevent too much pressure from the earth when filled in round the victim's body, which might otherwise kill the captive too soon. Then after braves and squaws have amused themselves by taunting the European head, with the early dawn the camp is struck and the band march away, taking every care before they leave to place a full water vessel a few yards distant from the head, well-knowing that under the blazing sun of the prairie, the sight of water almost within arms reach, but practically as far away as if in another hemisphere, will add infinitely to the sufferings endured. Then there is a vivid description of the wheeling flights of two large vultures, and of the circling approach of two prairie wolves, each growing bolder and bolder, as the hours wear on, until, when within a few inches of the goal, they mutually attack each other, thus affording time for the delivery of the buried man by those on the trail, just as excess of caution had deprived him of all sensation. The fierce punishment inflicted on the Indians, and the hair breadth escapes of others in the pursuit, we need not mention; for are they not all written in "The last of the Mohicans," or some other book of the kind.

"With mair o' horrible and awfu'
Which even to name would be unlawfu".

Of course no one is obliged to believe the above unless he likes! And none but the very credulous—those for instance

PORTRAITS IN OIL.

"A WASP AMONG."

THE "fretful porcupine" deprived of its quill-projecting power, the viper without its venom, and the wasp without its sting may all be accepted as types of the melancholy impotence of baffled malignity. But a more graphic illustration yet remains, and history will add to the list the name of John Arthur Roebuck. 'We know,' said Mr. Disraeli, in the course of the personal altercation which took place between Mr. Roebuck and Mr. Ferrand twenty-nine years ago in the House of Commons, 'that the tree must bring forth its fruit; that a crab-tree will produce crab-apples, and that a meagre and acid mind, if it produce a pamphlet or make a speech, will give evidence of its meagre and acid intelligence. Perhaps,' he continued, 'the honourable gentleman has become the ins ructor-general as well as the inquisitor-general of the House? I say that this melodramatic malignity and Sadlers-Wells sarcasm, which are so easy to put on—this wagging of the finger and bating the breath—this speaking daggers but using none, is all very fine, and if it came from one justified in employing such language and gestures, I should say they were simply ridiculous; but coming from the quarter they do they are not only ridiculous but offensive.' The daggers which Mr. Roebuck forbears to use, he has now well-nigh ceased to speak. The wasp has expended his sting, and instead there is distilled from his tongue something which would be honey if it could; a poisonous mixture which is intended to have the soothing influence of oil. 'Tear'em' is toothless; he has swallowed his last bone and bitten his last bite; but his disposition is still dangerous, and he can snarl. It is seldom that one witnesses anything so contemptible as Mr. Roebuck's petty outburst of wounded vanity and egotistic spite against the *Times* at Sheffield. A man of a great or generous nature; a man who knew the world and who had been improved by his training in passing through it; a man who had any sense of humour, any flavour of geniality in his nature, who was not literally consumed by frivolous arrogance and petty conceit—would have accepted the badinage of the *Times* with a smile, or would have attempted to repay a pleasant satire with a laughing scream. Mr. Roebuck had made a speech about things in general, including the Imperial Parliament and the Prince of Wale's visit to Sheffield, and himself in particular. He was contented with the retrospect of his career, and therefore he assured his hearers they lived under the best of governments, in the best of all possible worlds. 'What is this,' said the leading journal, 'but teutonic Toryism?' Whereupon Mr. Roebuck breaks forth into a paroxysm of invective against the virulent aspersion of the *Times*. It is contemptible; it is utterly without moral courage. There is only one thing which could have induced Mr. Roebuck, mellowed as his temper may be supposed to have become by the influence of years, thus indiscreetly to have forgotten himself. No public matter, no question of high state policy, no cause of an outraged system of national justice would have sufficed to inspire such a philipic. Only a blow at the *amour propre* of John Arthur Roebuck himself could have prompted the cheap display. His opponent did not retaliate; the absurdity of the assault was its own adequate Nemesis; nor was it possible to conjure up the image of the septuagenarian statesman his figure labouring under the combined influence of vanity and years, the weak and acid utterance, without a sentiment of something approaching to pity.

The name of John Arthur Roebuck will, so far as the political annals of England are concerned, prove to have been written in water. He has displayed none of those qualities, he has neither essayed nor accomplished any of those achievements, which can command immortality or secure permanent recollection. In English political life men are remembered and respected quite as much for the attributes they display as the actions they perform. The only attribute of which Mr. Roebuck has given exceptional, conspicuous, and consistent proof is an overweening egotism. He has exhausted every device by which it is possible to attract notice and fix attention. When his attacks upon the Whigs had temporarily lost him his seat for Bath, he contrived to keep alive the memory of his existence by speaking at the bar of the House of Lords against the Canada Bill. In his attempts to secure the efficiency and the purity of election inquiries he may have had an honest object in view, but his demeanour from first to last was that of self-conscious and self-seeking agitator. Similarly he had good reason to impeach the motives and to expose the aims of O'Connell and his allies. But throughout the whole of his wordy struggle with the Irish members we witness the undisguised operations of an inordinate conceit. It may have been gratifying to his self-esteem to pose as the purest intellect, but every one knew that the author of the remark was, in his own opinion, deserving not merely of respect but of admiration for both. Consequently something like satisfaction was felt when the member for Sligo sent Mr. Roebuck a challenge to 'justify' his words. Mr. Roebuck, who had already 'gone out' with John Black of the *Chronicle*, replied that he would bring the matter under the notice of the Speaker. The rest of the episode reminds one of the diff-rence that arose at Mr. Sawyer's supper party. The thin young gentleman observed that he must ask Mr. Sawyer to give him his card. Mr. Sawyer replied that he should do nothing of the kind, as he (his opponent) would probably go home and forget about his mantelpiece, and delude his landlady with the notion that he was on speaking terms with a gentleman. Mr. Somers remarked that he had assumed that Mr. Roebuck was too well read in the old history of chivalry not to understand what was meant in the demand to 'justify' the expression. Mr. Roebuck in reply hoped that the member for Sligo was sufficiently learned in the old laws of the country to be aware of the position in which he had placed himself. The matter ended by Mr. Somers *not* protesting that he loved Mr. Roebuck rather better than his own brother, but withdrawing the note and apologising for its terms. Ability and tact of a certain kind are not to be denied to Mr. Roebuck. He showed considerable skill and power in his criticism on the foreign policy of Lord Palmerston, admirably as that criticism was answered by the present Lord Chief-Justice Cockburn; and he showed discrimination in the resistance which he offered to the Ecclesiastical Titles Bill. Nor should it be forgotten that it was Mr. Roebuck's motion for the Sebastopol inquiry committee which, causing in the first instance the resignation of Lord John Russell, brought about a little later the overthrow of the Aberdeen Cabinet.

Nevertheless, to the next generation Mr. Roebuck will be nothing more than a name. Readers of the autobiography of Stuart Mill will recollect the fact of his existence as that of one of the philosophic or instructed Radicals, and further reference to the records of the past will acquaint them with the circumstance that Mr. Roebuck had a seat in Parliament. The most interesting portion in his last speech at Sheffield was the commentary which it contained in a certain passage in the self-written memoir of the author of the manual on Logic. Roebuck, writes Mr. Mill, of all whose intimate were those of action and struggle, had a strong relish and great admiration of Byron,' Mill himself was a Wordsworthian, and hence the schism between the two. 'Roebuck,' he adds, 'was in many respects very diff-rent from the vulgar notion of a Benthamite or an Utilitarian. He was a lover of poetry, and of most of the fine arts. He took great pl-asure in music, in dramatic performances, especially in painting, and himself drew and designed landscapes with great facility and beauty. But he could never be made to see that these things have any value as aids in the formation of character.' The poetic tastes which Mr. Mill here speaks of may have been inherited. Mr. Roebuck is maternally descended from the poet Tickell and though a relationship to Tickell is not enough to explain an ardent admiration for Byron, it may have had the same influence upon Mr. Roebuck's temperament that his descent from the historian and the novelist has upon exceeding the limits of Mr. Smollett's vocabulary of refined Billingsgate. The odd thing about the foregoing extract is that either Mr. Mill entirely misconceived the character of Mr. Roebuck, or else that Mr. Roebuck has greatly changed his views in the course of a quarter of a century. His speech to the inhabitants of the capital of Hallamshire on the opening of their Park and Museum was an æsthetic sermon on a very old æsthetic text. It was nothing more than a verbose expatiation on the Platonic idea that sensuous impressions may be the parents of moral convictions, and that the spectacle of external beauty may harmonise the mind to ethical and spiritual perfection. It must have been as refreshing for the good people of Sheffield to hear Tear'em discoursing about landscape-gardening as it was to hear the late Lord Westbury discussing the probability of eternal punishment.

There is something unspeakably grotesque in a gentlemen whose career and character have been those of Mr. Roebuck congratulating himself and his hearers, in the sunset of life, on the beneficent dispensation under which, thanks to himself and his friends, Englishmen exist. Politics, indeed, he has not on the whole found an unremunerative business, and therefore he has good reason to eulogise the House of Commons. On two different occasions has he been presented by his appreciative constituents with sums of money—on the former with 3,000*l*., on the latter with eleven hundred guineas. Certainly there is no other country in which the dogmatic egotism of Mr. Roebuck would have been rewarded, as he may claim that it has been in England, and there is no other popular assemblage which would have tolerated his conceit like the House of Commons. As he was, so Mr. Roebuck is; the moral and the inspiration of every utterance continue to be *le moi*. There are at the present moment some half a dozen gentlemen in England who are conscientiously persuaded that they were the sole and original author of the rifle-volunteer movement, and you cannot speak to them five minutes without the conviction betraying itself. Similarly Mr. Roebuck can mention nothing which he considers to be desirable, or great, or good, without intimating that humanity is indebted for it exclusively to him. Seven years ago he told the citizens of Sheffield that Lord Palmerston commended a speech which he (Roebuck) had made in favour of the Southern Slave as follows: 'Roebuck, Roebuck, what a devilish good speech you made in Sheffield!' This was the vein in which a considerable proportion of Mr. Roebuck's recent comments at Sheffield was conceived. He it was who had really brought the Prince of Wales thither; he it was who suggested that the Prince of Wales should visit the schools, and it was received as a devilish good idea, but unfortunately as impracticable. The real truth is that Mr. Roebuck is in his way a representative man. He does not represent the intelligence, the culture, or the patriotism of England, but he does represent the narrowness, and above all things the conceit, of a certain section of its population. If he has held influence in his day, it is because he has been at once the oracle and the microcosm of the class from which he has sprung, and which since the Reform Bill of 1832 has made its voice heard in political affairs. Moreover, he has been associated with distinguished men and with great movements. All these points have been in his favour, but Mr. Roebuck himself has done nothing; and posterity will laugh to scorn the notion that he should, even by a coterie of his own formation have been ever considered either great or distinguished.—*The World.*

THE GREAT GAME.*

THIS is not a book about lions and elephants, like Mr. Drummond's, and we do not wonder that the author of such a bewildering political pamphlet thought it expedient in the first edition to withhold his name. A new and untried writer on such a series of subjects would be laughed down or contemptuously passed over. A politician of mark would merely have gratified the wish of rivals that their opponents would not only deliver speeches but write books. As in the case of the Horatian dropsy, the thirst for print seems to have increased with self-indulgence, and we have to notice a revised edition ere we have fully digested the first. The author now takes pains to inform us that he is a member of the Madras Civil Service; that he wrote his first book under a "period of intense excitement;" that he now sees several of his expressions to be "violent and undignified," as well as "inconsiderate and unnecessary;" that his first chapter was full of "rhapsody and hysterical grandilcquence," and that he has made numerous alterations as well as extensive and important additions. We are compelled to say that we have been at pains to compare the two editions without discerning any signs of repentance or tokens of improvement. We merely find that 211 pages of rhapsody have swelled to 216. Some few expressions have been modified, but the original tone and structure of the work are unimpaired, and the evidence of cerebral irritation is still to be traced in every page. That the competitive system to which the author evidently owes his entrance into the Civil Service, has been in some points a success may be taken for granted on the authority of Lord Lawrence and other statesmen. It has delivered us from what used to be popularly called John Company's hard bargains. It has sent to India, from the public schools and Universities, intellectual men who have done excellently in the Secretariat, as well as when in charge of populous districts stricken with fever or famine. We only hope that, with added experience, some of these men will prove quite as capable of ruling provinces and of dealing with the new problems of a native society just aroused from slumber as were Metcalfe, Thomason, or Grant. But the active young magistrate of the Delhi division forty years ago, or the civilian soldiers who in 1805 mounted the breach at Deeg, we may be quite certain never amused their friends or gratified their enemies by propounding such remedies for the regeneration of the British Empire and its dependencies. And Mr. Thorburn may rely on it that he would have spent his time and labour to more advantage in studying good discipline, the Ryotwari tenures, the preservation of the Todas, or any other dry and repulsive subject of his polyglot Presidency. But we must now deal with his Imperial policy such as it is. The publication may be briefly described as an attempt to alter the map of the world, and to recast the British Empire in a new mould. We do not deny to this writer the possession of some qualities fitting him to take part in political discussions. He has studied a large subject in many parts. He writes in an animated style, and occasionally with epigrammatic terseness and vigour. He does not lack independence, audacity, or earnestness. But he has entirely discarded the consideration of obstacles to be removed, inertness to be quickened, and impediments to be surmounted, of which writers and speakers, however bent on great reforms, are accustomed to take some account. Solemn pledges and national treaties give him no sort of trouble. He talks like a conqueror at the head of thirty victorious legions, or a reformer with an overwhelming majority, just about to reach his goal after a seven years' contest. He evidently has no recollection of the prolonged efforts which it cost Lord Grey to carry the first Reform Bill, or Cobden to ensure free trade in corn. And when we descend to the details of his scheme we find, as might be expected several errors of fact, frequent misconceptions of national feeling, visionary schemes for setting creation to rights, bits of vulgar abuse or strong language applied to great people and statesmen which are needlessly irritating, and a disposition to put aside the rights and claims of petty States as if they were so many dumb cattle to be driven to the market. The work is a curious instance of a reformer who, having hit on one or two excellent ideas capable of development, has lost all control of his imagination and his reason.

The author's main contention is that, unless England is willing to abdicate her position and to sink contentedly into national decrepitude, she must be prepared to go forward. To this end India is to be remodelled; the British Constitution at home is to be put into Medea's cauldron; and England and Russia, instead of looking with distrust at each other across the range of the Hindoo Kush, are to join hands and divide Central Asia between them. In other words, after a perusal of Mr. Thorburn's second thoughts, we hardly know whether he expects serious criticism of some of these startling proposals, and are half inclined to believe that he has acted on a well-known Asiatic principle—that of asking for three times as much as you think the customer or the judge will give. We might simply make extracts and allow the author to commit suicide. But, as space is limited, the following condensed summary of his startling suggestions, with a few comments, seems to us a simple duty. We begin with the Imperial, before passing on to the Indian policy. The three dangers which menace the "collective existence" of Great Britain are stated to be the growth of the commercial pre-eminence and ambition of statesmen in the colonies, and the rise of national aspirations in India. To meet them, a sagacious statesman is wanted who shall extend our territory and "found the United Kingdom on a wider material base, by taking in new English-speaking kingdoms to be internal parts of the Union." England "must accept the position of commercial pre-eminence and leading member of a great and undivided family of sovereigns, all controlling a huge common estate." In this view the House of Commons, instead of troubling itself with such petty modifications of the national structure as Mr. Trevelyan's Bill or Sir Charles Dilke's theories, will be kind enough to pass "a short and simple Act" reforming itself into a Convention. Members who dread all numerical increase will be glad to learn that this proposal will have the effect of slightly decreasing the total, which is to be 652. The whole Convention, however, will consist of 1,000 members, the House of Commons being, as shown, the larger half, and the remaining quotas being furnished by 200 Peers, 48 members from India, and 100 from the colonies. In order to prevent unseemly differences between two great parties pretty well matched, the peers on the Ministerial side are always to number 110, while those on the Opposition benches will be 90. Lord Granville, or whoever may occupy his position, we are happy to add, is to have the privilege of supplying a list from which the latter will be chosen. Natives of India are to contribute one-fourth of the representatives of that dependency, but will be nominated by the Government of the place; and in the allotment of members to our colonies it is interesting to observe that even Fiji and the Isle of Man are not left out in the cold shade, but are to send each one member to the World's Debate. It is also satisfactory to find that Her Majesty's dignities and prerogatives are to remain intact; that all Crown lands in England and elsewhere will become "the common heritage of the Empire," and that the sovereign is to have the privilege of choosing the religion to be "preferentially acknowledged in its communion, and at its diplomatic and popular posts." All "important religions," outsiders and Dissenters will be gratified to learn, "could be recognized in the establishment of military and naval chaplaincies. This permission reminds us that many years ago the founder of a great Code remarked that the word "important" was no word for a law which pretended to define criminal cases or to guide tribunals. It would be interesting to know at what point the line could be drawn, or what sects would find themselves left out as "unimportant." The outline of the Convention is, we admit, grand in its simplicity, but a little confusion and disturbance of symmetry will be caused by the proposed creation of a separate British Senate as the Legislature for all Britain, as well as by a hint that England, Ireland, and Scotland might one day have "separate local Legislatures." We own ourselves slightly puzzled to make out who are to compose the Convention of 1,000 members, and who the Senate of 450. The latter body is to consist of 300 representatives from the United Kingdom; 70 from India, including the nominees of the Viceroy, the representatives of Native States, and the deputies from British provinces; 50 from the colonies. Universal suffrage is conceded to the people of European blood everywhere except in the Fiji Islands, and in India the qualification might be taken from the Income-tax returns; this apparently, in the writers estimation, being a cherished popular impost, based, like everything supplied by Asiatics interested in avoiding liabilities, on trustful self-assessment, and easily worked. But then members would have additional votes according to age, payment of house tax on an ascending scale, and certificates of success in matriculations at Universities, competitive examinations, academical degrees, and other perplexing tests. By these simple means graduated Parliamentary suffrage would be introduced to "an enlightened and delighted world." Some eminent members of the Liberal party—Mr Lowe, Mr. Horsman, Mr. Roebuck, and others—would support the Conservative Premier; and a mysterious set of men who are termed "stagnant practicals would collapse like pricked bladders. It is also satisfactory to learn that this revolution instead of being stupendous, would scarcely be seen or felt by anybody except those who had brought it to completion."

Scarcely less startling are the remedies proposed for the solution of some of the new problems which, it is agreed on all hands, have arisen out of the very civilization engrafted by us on India. That this author has correctly apprehended some of the new doctrines which have routed old beliefs, and that he does full justice to several of the great men without whose sagacity and determination we should have no Indian possessions to disquiet us may be conceded. He is alive to the merits of Bentinck as an internal reformer, without undervaluing the splendid triumphs of Wellesley and Dalhousie. Sensual princes, corrupt native courts, members of Parliament who balance flattery of foreign demagogues by lamentation over the downfall of the worst of Indian despotisms, find in him no supporter. He dissipates loose popular notions about the identity of national and social feelings between the rulers and their subjects in half-a-dozen principalities. He makes out a very good case against those who contend that the Mutiny was in a great measure owing to Lord Dalhousie's annexations. Indeed the prevalence of this idea is a notable example of the force of pure reiteration, not only without facts, but in the teeth of them. Of the four great provinces added to the Empire between 1848 and 1856, one, Burmah, was beyond seas, and, if we remember rightly, was actually demanded of English reformers during the crisis. In a second, Nagpore, the display of a six-pounder and a couple of executions were enough to preserve quiet. Every Englishman knows what we owed to the Punjab and the Sikhs when Delhi had to be taken. The absorption of Oudh for misgovernment, after half-a-dozen warnings, was the act of the English Cabinet of the day; and the difference between that province under its Nawab—for the natives never would give the title of king to their ruler—and the same province even during the height of the Mutiny was not that between Philip drunk and Philip sober, but between this personage half and wholly drunk. Koer Sing was driven into rebellion by the loss of a huge civil suit in the highest Court of Appeal, which left him without resources or hope. Only in the case of the Nana was the rancour engendered by Lord Dalhousie's righteous retrenchments in any way perceptible. Equally cogent and clear are the arguments against maintaining native principalities intact in order that evil characters may gravitate to such centres and indigenous tyranny may contrast unfavourably with our own exotic but equitable rule. To make a Rajah or Nawab act the part of the drunken Helot is a political axiom which needs something more than the support of the honoured names to which it has been occasionally ascribed. If we are always to have ninety-five princes of the first rank, and some three hundred of the second, who are to waylay the Prince of Wales on his visit, and who are to be rewarded with musical snuff-boxes, Parisian clocks, and highly-chased breechloaders, they must alter their political maxims and copy ours, even at the risk of losing their own exquisite originality of character. So far we go a good way with the views expounded in two out of the seven chapters into which this book is divided. But when we come to the Indian remedies, we find them scarcely worth serious discussion. Some are impolitic, and others are impossible; a third class is both. We have no desire for any extension of the Indian Empire as suggested, either on the Irrawaddy or on the Cabul river. And, though a readjustment of the boundaries of the local Governments is sometimes feasible, as in a late instance, when Assam was separated from Bengal and placed under a Chief Commissioner, there is nothing which requires more forethought, or which is more likely to irritate and annoy the native community, than a sudden dislocation made in order to ensure symmetry or to meet some fancied exigency of language and race. Again, that natives should be eligible for higher Imperial offices is, as a theory, accepted by every Indian administrator. But when we come to work it in practice a thousand points of detail arise to teach us the imperative necessity of moderation in speed. We much fear that India is not to be regenerated by adopting in all schools the Roman character instead of the *Devanagari* or the *Shikastah*; that Jubbulpore, or the Deyrah Dhoon, in spite of its central position, would be a doubtful exchange for the capitals of Bombay or Calcutta; that English emigrants had better try the backwoods of Canada or New Zealand than settle in the Central Provinces, or even in Mr. Tennyson's "half-English Neilgherry air"; and that younger sons of English squires would find Z-mindaries very little to their taste, even if they had the capital to purchase them, and even though, as purchasers, they were to be made "baronets and J. P.'s."

We cannot pursue other schemes in detail. Indeed one of the difficulties of this book is the magnitude of its topics. Not content with changing the British Constitution and reforming India in less than one hundred pages, Mr. Thorburn is prepared to divide Asia with Russia. As a preliminary the Sultan is to be pensioned off on half a million a year; a suggestion which reminds us that the late Bishop Wilson once recommended the pensioning of Brahmans as a preliminary to the spread of Christianity. This slight transformation being accomplished Austria is to get the Adriatic provinces, with perhaps Servia and Roumania; Greece may think herself lucky if she has Thessaly, Epirus, and Crete. Russia may then carry off the remainder of the Turkish Empire, and to Englishmen will fall the valleys of the Tigris and the Euphrates, Syria, Arabia, Cyprus, and the "suzerainty of Egypt." By this bold Turkish partition, we shall be no longer like dogs in the manger, but friendly and comfortable. Good will not be done by stealth, nor shall we blush to find it fame. The question asked in the last chapter of this book Dr. Smith and is "What will hinder?" Possibly the author himself may on reflection, and before he favours us with his third edition, have thought of a few impediments. We conclude, however, with one sentence to the effect that "great principles advance slowly." We readily grant the old rate of progression. What we wish to be assured of is that the principles advocated are as practicable as they undoubtedly, in one sense, are "great."—*Saturday Review.*

CURRENT LITERATURE.

(Daily News, September 14.)

THE benevolent labours of Miss Octavia Hill with the object of improving both the dwellings and the domestic habits of the poorer classes are very well known to those who take an active interest in the philanthropic movements of the day. The general public, however, are very little acquainted with the details of her good work, and as these afford a valuable example of what may be done in this way at really no cost but that of personal effort, it is satisfactory to find the essays which this lady has contributed on the subjects to various periodicals and reports collected into a small volume, and republished under the title of "Homes of the London Poor" (Macmillan). The movement, as far as Miss Hill is concerned, owes its origin, as she acknowledges, to a suggestion of Mr. Ruskin, who, moreover, advanced a considerable sum towards the first steps necessary for the accomplishment of the object in view. It is a cheering fact that the conviction that the scheme would prove to be not only of the highest value on the welfare of the poor, but fully remunerative in a commercial sense has been found to be warranted by results. Miss Hill's plans are eminently practical. She wastes nothing in architectural display, or any sort of superfluities, unless the Maypole which Mr. Ruskin insists upon annually providing for the young folks deserves to be classed under the latter head. It is a noteworthy feature of her system that, instead of erecting great build ings to supersede the ruinous and dilapidated houses which are ordinarily let out to the poor in small tenements, she takes these houses, three or four of them, and shows they may be made decently habitable by a small expenditure, and then lets them to tenants of the same class as those who previously occupied them, while taking care to enforce cleanly and orderly habits so far as they regard the preservation of the landlady's property. Miss Hill herself undertakes the duty of collecting rent, and insists, in the interests of the tenants themselves, upon its being paid punctually. We infer that she claims some control, as is stipulated for in leases in what is known as the "covenant for entry" when necessary with a view to ascertain that her property is not suffering from neglect of cleanliness or direct injury; but beyond this there seems to be no interference with her system which could be construed into inquisitorial interference. A great deal, however, has been done by her in improving the habits of tenants, and in promoting their comfort and their social feeling towards each other, the details of which are among the most interesting portions of her book. The mode of giving her tenants a direct interest in taking care of their rooms is admirable, and it is pleasing to learn that it has been successful. It is still more gratifying to know that Miss Hill has found the objects of her labours generally sensible of the value of them, and ready to cooperate with her. The rise in rents of the poorer class of dwellings and the increasing difficulty of obtaining lodgings give landlords in these days great power over some of this class. This power has hitherto been often used for evil; Miss Hill proposes to use it only for good. It has been employed to compel them to rest content with the absence of the commonest decencies of a dwelling; Miss Hill's plan of lease is to coerce them by gentle pressure into habits of order and cleanliness, which they have unhappily learnt to undervalue. That she has been eminently successful appears clearly in her modest account of her experiments; but it must not be forgotten that her system is necessarily one so sensitive that there is a class of tenants so reckless and degraded that it would be idle to reckon upon their conforming to regulations. Miss Hill tells us that she does not allow rent to fall into arrear; but we infer that if there is a difficulty she does not distrain but simply ejects. In this way of course her tenants are improved somewhat in the fashion in which the quality of meal is raised by twice "bolting." The most difficult problem is still how to deal with the hunk, and even on this subject this volume, though small, contains much that is suggestive. We have unfortunately no space left to enter on the subject of the organization of charity, the co-operation of volunteers and Poor-law officials, and the recent Artisans' Dwellings Bill, on all of which the later chapters of Miss Hill's book may be consulted with advantage.

When Mr Payne Collier published, under the title of "Shakespeare's Library," a collection of the stories, ballads, old plays, and passages from ancient chronicles to which Shakespeare was known to have been more or less indebted in the writing of his plays, he rendered no inconsiderable service to the student of our great dramatist. Most of the editions of Shakespeare had indeed prefixed to each play some little account of the origin of the plot when known. The reader, for example, was told that before the tragedy of *Romeo and Juliet* was in existence Arthur Brooke had published a poem on "The Tragicall Historie of Romeus and Juliett," the materials of which were chiefly obtained from a French translation of an Italian tale by Luigi da Porto, a Venetian gentleman. In like manner it was known that before Shakespeare's *Hamlet* there existed a dramatic piece by Thomas Kyd, of which the Danish prince was the hero, and that this was probably a dramatised version of a "Historie of Hamblet" in black letter, adopted by Belleforest in his collection of stories from the narrative of Saxo-Grammaticus, the old Danish historian. The industry of Malone, supplemented by the labours of later scholars, had in this way tracked out the greater number of Shakespeare's plots to their sources, and enabled the curious to see for themselves how marvellously the genius of the poet turned dross into gold; but the originals of these curious pieces were mostly difficult to procure, and in some cases extremely scarce. Thirty years have elapsed since Mr. Collier's publication, which is now itself so scarce that it would have been a service to have merely reprinted it. Mr. Hazlitt, however, whose "Shakespeare Library," lately published (Reeves and Turner), purports to be a second edition of Mr. Collier's work, has made very considerable additions to it. Of the propriety of many of these there will, of course, be differences of opinion. One of them, indeed, is admitted by Mr. Hazlitt himself to have been a production which Shakespeare could not possibly have seen; and in other cases it is only by trifling portions of the pieces or extracts given that any parallel to passages in Shakespeare can be found. It is certain that, on the principle which has regulated the admission of others of them, the collection might have been swelled to a much greater bulk. If the "Ballad of the Northern Lord," for example, was to be included, *apropos* of that *Merchant of Venice* there is no reason why Lucian's dialogue should not have been inserted in connexion with the *Timon of Athens*. It is true these are not known to have been any published translation of that portion of Lucian existing in Shakespeare's time; but it is acknowledged that the old play of *Timon*, which Mr. Hazlitt does not admit, never published, and it is even regarded as very doubtful whether Shakespeare could ever have seen it. On the other hand Lucian's dialogue, through whatever channel it may have come, is unquestionably the germ of some elements in the play; and as Mr. Hazlitt considers the poem in some way to have been sophisticated with it. Generally, however, the faults of the editor are not sins of omission, and of the value of his publication to students of the drama there cannot be a doubt. His volumes are divided into two parts, the first containing the sources of the plots, and the second the old plays or "foundation dramas" as Mr. Hazlitt calls them, on which Shakespeare built certain plays in the fashion which brought down upon him his rival Greene's famous reproach "his tiger's heart wrapped in a player's hide." The first part, however, comprises four volumes, and the second two only, which gives a rather unsymmetrical appearance to the collection. As the whole comes appropriately under the title of "Shakespeare's Library," which Mr. Collier invented, the volumes should have been numbered consecutively.

Our charitable institutions rarely begin to attract much attention until the first touch of winter brings a cry of distress from the poorer districts of the metropolis; but the useful little handbook which originated in the labour of the late Mr. Sampson Low, jun., and has been continued under the editorship of Mr. Charles Mackeson, has been accustomed to make its appearance a little in advance of that period, and it has accordingly been just published under its old title of "Low's Handbook to the Charities of London" (Low and Co.). This little volume gives information as to the objects, date of formation, address, income and expenditure of more than nine hundred charitable institutions and funds. Many of these are old parochial and other endowments but the bulk of them are modern, and some—like the Cabmen's Shelter Fund—had no existence until a few months ago. There are of course many persons, both deserving and undeserving, to whom this bird's-eye view of the whole range of metropolitan public benevolence would be extremely useful, but even to a general reader it will be found interesting. Perhaps its most striking feature is the evidence that it affords of the waste that goes on in consequence of what from trade in the way of jerry-building to loan institutions which it is easy to see must end in disaster, of later years under the attention of the Legislature. The Charity Organization Society has done something to reduce casual alms giving to a system, and to diminish some of the mischief hitherto resulting from it; but before the existence of this valuable institution there had existed for many years a society well known as the Mendicity Society, which ought to have been capable of doing the same kind of work. Unfortunately most of such organizations seem to have a tendency in the end to sleep, and when that inevitable stage arrives it appears to be the etiquette to make no attempt to wake them, but to set up a collateral society destined, as experience compels us to assume, to enjoy its own repose in due season. The most hasty glance at the titles of the nine hundred institutions referred to in his volume must inspire a suspicion that the machinery, at least, of charity is a little overdone.

"A Complete Collection of the Protests of the Lord," edited, with historical introductions, by Mr. J. E. Thorold Rogers, is a work designed to save the student of our history a good deal of trouble and time. (Oxford: At the Clarendon Press, London: Macmillan and Co., 3 vols.). Critically analysed, these protests often possess little intrinsic value. They frequently embody the prejudices of a few peers who have been overborne by numbers on a division, and are utterly impervious to argument. Perhaps for that reason they throw the clearer light on the opposition which every reform must meet. There is some truth, if there is some exaggeration, in the following estimate of the House of Lords:—'The Lords are wholly free from the special scandal of such representative institutions as the Commons in the United Kingdom, and the Congress in the American Union. . . . The House of Lords has never had railway interest, or a public-house interest, or an interest adverse to the reformation of law, or indeed any of that unfortunate advance which absorbs the time of the country in politics action, and provides the instruments of legislation to private and particular advantage. On the contrary, it has acted as a sharp corrective to some of the risks which the public good runs when Parliamentary measures are manipulated by the representatives of sectional interests." Some of the protests are valuable as memorials of political wisdom and statesmanship. Even those which are intrinsically worthless are interesting as showing historically the changes and conflicts of public and individual opinion. The work has been compiled with great care, and ought to prove of service to those inquirers who find it difficult to get access to a set of the journals of the Lords.

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